

OCTOBER 1988 20p



ACTIVE TO RESCUE IN HURRICANE

DISASTER relief work, involving clearing debris, re-roofing buildings, helping restore power supplies and supplying thousands of hot meals, was tackled with gusto by men from the Type 21 frigate HMS Active when the ship sped to assist in the wake of one of the Caribbean's worst hurricanes of the century.

Birds of a feather...

HONG KONG patrol ship HMS Starling cuts a dash as she joins in welcoming ships of the Royal Navy's Outback 88 deployment to the Colony.

She is followed by sister ship HMS Peacock, astern of which is HMS Edinburgh, one of the visiting ships.

Meanwhile, task group flagship HMS Ark Royal is also seen nearing Hong Kong, her flight deck packed with Sea Harriers and Sea Kings. The Ark announced her arrival with a fly past by four of her Harriers.

Men from the deployment ships enjoyed a splendid break in the teeming Colony while on their way to Australia. This included a mighty shopping spree, no doubt with Christmas and families in mind.

● See Zip Goes a Million, pages 10 and 11.

Pictures: LA(Phot) Terry Harding



The West Indies guardship was at Maracaibo, Venezuela, when warnings of Hurricane Gilbert went out in September, and in the Cayman Islands she found huge seas crashing on shore. Working parties were flown ashore to help clear debris and disentangle power lines.

But when it became clear that damage on Jamaica was on a much greater scale, the Active and RFA Oakleaf made best speed to Kingston — to find much of the island devastated, with thousands homeless and shocked, power and water supplies cut, and crops wiped out.

Reconnaissance by the ship's Lynx showed many dwellings and farm buildings destroyed. More solid buildings were generally intact, but many built-up areas were littered with twisted zinc sheeting.

● Turn to back page

Women join sea team

NINE NATO nations, including Britain, took part in September in the major maritime and amphibious exercise Teamwork 88, involving about 200 ships, 500 aircraft and 45,000 personnel.

Teamwork also provided a UK "first" with a dozen Reservist Wrens serving afloat in chartered merchant ships. They were Communications specialists drawn from eight RNR Divisions and Communication Training Centres who were carrying out their annual training — but this time at sea. Like a dozen male RNR Communica-

tions ratings, they were filling complement billets for the exercise.

One of the tasks of the Communications was to assist merchant ship radio operators to cope with the workings of naval communications.

Also embarked were Royal Marines taking part in the amphibious part of the biennial exercise.

Teamwork 88, ranging from the East coast of the US to Europe, included landings in

Norway by thousands of men from the UK, US and Netherlands, reinforcement convoy operations, and a wide range of maritime operations to counter hostile submarines, surface ships, aircraft, missiles and mines.

Royal Navy ships taking part included HM ships Illustrious, Intrepid, York, Bristol, Avenger, Brave, Scylla, Penelope, Ledbury, Sheraton, Bicester, Brecon, Helmsdale and Smiler. Also taking part were a

number of HM submarines, together with RFAs Resource, Olmeda, Gold Rover, Bayleaf, Regent, Sir Tristram, Sir Galahad, Sir Bedivere, Sir Geraint and Sir Percival.

Another "breakthrough" for the WRNR is that two HMS Wessex members are now aiming to become port divers. LWren Roz Taylor and Wren Janet Gillespie have passed diving aptitude tests and are due to train over a number of weekends before taking a fortnight's full-time course at Gunwharf, Portsmouth. Qualification would mean they become the first WRNR port divers.

● See picture, back page

ROYAL THANKS

THE Duke of York, at present serving as a watchkeeping officer in HMS Edinburgh on the Outback deployment, has written thanking the Navy for their congratulations on the birth of his daughter.

In a letter to the First Sea Lord, Admiral Sir William Staveley, he says, "Sailors, I join me in thanking you and all members of the Royal Navy, Royal Naval Service and Women's Royal Naval Service for your very kind letter of congratulations and good wishes on the birth of our daughter."

Osprey quickstep to £1,600

SHOWING commendable energy, the WRNS Unit of HMS Osprey, Portland, organised a cross-country sponsored walk — and then held a dance on the same evening!

Together, the events raised £1,628 for the Great Ormond Street Children's Hospital Wishing Well Appeal.

Even though the walk, from Lulworth Cove to the Preston Beach Road, Weymouth, was organised by the WRNS, both

male and female naval personnel worked together to make the day a success as sponsors, volunteer helpers, or walkers, with 41 actually taking part in the event, started by Capt. Chris Craig, commanding officer of Osprey.

He is pictured cutting the tape, held by LWren Candy Easton (left) and POWren Janine Rickards. Lulworth Cove is in the background.

Six runners from HMS Phoebe raced their ship from Portsmouth to Devonport — and raised £1,000 for the Wishing Well Appeal.

When the relay run passed through Bournemouth at lunchtime on the first of two days the town's mayor, Cllr. Jackie Harris, met the team at the Pier.

Support

The relay team comprised LMA Peter Duncan, LS(R) Ian Frame, LS(SEA) Ginge Woodhead, LMEM Charlie Burns, AB(R) Glen Rea and RO(G) Chris Grieg.

They were supported by Royal Marines, Stonehouse, with the loan of two minibuses driven by Marines Tiny Nicholls and Shiner Wright, and by LPT Keith Axten, who took his bicycle along to give moral support. The whole expedition was organised and led by Lieut. Jon Birley.

Picture: HMS Osprey



CAKE WALK

MANY hours of painstaking work by POCK Alan Yare went into decorating this cake, which members of HMS Dolphin ship's company took to Great Ormond Street Hospital as part of a sponsored walk which raised £2,000 for the Wishing Well Appeal.

Alan's eight-year-old daughter Karen received life-saving surgery at the hospital to remove a cerebral tumour in 1985, so he was more than happy to do his bit for charity.

Picture: HMS Dolphin



Helping Hands



Ice ship's chip off the old block

SAILORS from HMS Endurance, the Royal Navy's ice patrol ship, have been converting their frozen assets into cash to help the Queen Alexandra Hospital, Portsmouth, Bodyscanner Appeal.

One member of the ship's company sat in the Endurance's ice house for 48 hours to help raise £2,000 for the appeal. And when the ship returned home a lump of 200-year-old ice cut from a glacier in Antarctica was presented to a pub to be sold off in cubes for drinks.

The Endurance's Lynx helicopter delivered the giant ice cube, from the bleak Graham Land peninsula, to the Bat and Ball pub in Hambledon, Hampshire, birthplace of cricket.

Accompanying this piece of cold charity from a warm-hearted ship was the ship's commanding officer, Capt. Tom Sunter, who was on the way to a meeting in North Wales, and CACK Nigel Cole, dressed as a penguin.

Ross Davidson, formerly Andy in the TV soap "East-Enders", took time off from a busy schedule in Portsmouth to congratulate members of a team from the frigate HMS Coventry, who raised over £3,000 for charities in the city

of Coventry during a sponsored run and cycle ride from Newcastle to Portsmouth.

Ross, who had been helping to raise funds for the Queen Alexandra Hospital Bodyscanner Appeal in Portsmouth, presented the team with complimentary tickets for the Kings Theatre, Southsea, where he will appear in the pantomime Cinderella with Lionel Blair and Molly Sugden later this year.

Officers and men of the deep diving ship HMS Challenger have risen to a challenge of their own — to help raise funds to send a Devon girl to the Bahamas with Operation Raleigh.

Proceeds from a sponsored slim and a foreign coin collection went towards £2,000 needed by Nadia Jennings, from Yelverton, to pay expenses.

During her 2½-month trip Nadia will be involved in project work on five islands, ranging from bridge-building and

the restoration of an old slave village to sub-aqua diving and marine survey work.

Taking charity prizewinner Mrs Angela Newton and her husband to sea for a day was a welcome duty for submarine commanding officer Lieut. Cdr. Peter Wilkinson.

Angela, a bank official from Redditch, won her trip in HMS Otter when her businessman husband Ainsley bid £3,500 for the privilege in last year's BBC Children in Need appeal.

Members of POPT(Q)17, a petty officers' qualifying course at HMS Temeraire, the Royal Navy School of Physical Training, certainly took the cake when they visited G2 children's

ward at Queen Alexandra Hospital, Portsmouth.

They took along the bottom layer for the cake for the PT Branch centenary, which was duly enjoyed by the boys and girls.

By running a sponsored marathon in a time of 3hr. 11min., WO Hudson, of HMS Drake, raised £200 for the Royal National Lifeboat Institution, Plymouth.

A sponsored run from Portsmouth to Falmouth by eight sailors from HMS Scylla raised £900 for the National Society for the Prevention of Cruelty to Children and Portsmouth Gateway Club for Mentally Handicapped Children.

The sailors were POWEA

Robert Spence, LWEMs Stephen Allwood and Colin Darby, LPT Ross Groves, SAs Richard Bateman and Stephen Kendall, AB Roland Hopkins and WEM Mark Graves.

Sixty-three mentally-handicapped children had a day of fun with their relatives at HMS Tamar, Hong Kong, when the Heep Hong Society for Handicapped Children held its annual families day for the first time in the naval base.

Well over £400 was raised for the Piper Alpha Disaster Fund by a sponsored 24-hour volleyball competition held in HMS Warrior. About 120 people took part, including teams from Hertfordshire Constabulary and Hertfordshire Fire Brigade.

Raleigh rally success

COMPETITORS from HMS Raleigh retained the trophy for the best turned-out team in this year's Torbay Charity Pedal Car Rally — and helped a good cause at the same time.

Fisgard Squadron apprentices and Ceres Squadron Wrens, representing the Royal Navy, raised £200 for the Handicapped Children's Trust (RN) to help fund the 1989 Easter Pilgrimage to Lourdes.

In the gruelling three-hour race on a seafront circuit the Navy team, with 115 laps, finished high on the leader board.

HCPT RN is now accepting nominations for the Lourdes trip from RN, RM, RFA and Naafi families with handicapped children between the ages of eight and 18. Voluntary helpers are also needed, and the contact is Second Officer V. Butterworth, Secretary, HCPT RN, Brunel Building, HMS Sultan, Gosport, Hants.

TWO members of the Port crew of HMS Revenge, LRO John Baxter and LMA Andy Lawrence, cycled 600 miles to raise almost £1,000 for the Sir Francis Drake Heritage Appeal.

The problem of training while still at sea was overcome by hours of dedicated pedal-pushing on the submarine's exercise bike.

During their week-long journey from Faslane to Buckland Abbey in Devon, Andy suffered severe sunburn but this did not stop him from completing the ride.

Snappy landings!

THREE Northwood Wrens had a cracking time parachuting to raise money for charity — although two were slightly more "cracked" by the end of the day.

Between them Wrens (from left) Sarah Rumbold, Diane South and Ingrid Williams raised £550 for charity through sponsorships by their colleagues on the staffs of Commander-in-Chief Fleet and Flag Officer Submarines.

After taking a parachuting course all three jumped from 2,000ft — and Wren Williams enjoyed it so much she went up for a second jump a few days later.

Her two friends were not so lucky. Wren South landed in a field of beans and twisted her ankle, while Wren Rumbold landed awkwardly on the runway and hobbled off, only to find she had fractured her right ankle.

However, their suffering was not in vain. The cash raised by Diane and Sarah has gone to the Melanie Thomas Trust for Meningitis and that by Ingrid to Children in Need.

Picture: LA(Phot) Mick Grant



HIGH-FLYING JENNY

DON'T all rush at once, but Jenny Cuckow's ambitions include becoming a ship's pin-up and flying in a Royal Navy helicopter.

All queries to this office, please. But while Jenny, 16,

waits for the flood of "adoption" bids, she is continuing with her A-level art and biology studies at college.

Jenny, whose hobbies include photographic modelling, keeps her 35-25-35 figure in trim with dancing, aerobics and swimming. And she combines those dazzling good looks with a charming, bubbly personality.

So look lively, lads. Jenny is waiting to hear from you.



Picture: WO(Phot) Bob Pearce.

Danae puts on a show down south

HMS DANAE arranged a sea day for friends and colleagues in the other services just before ending her four-month tour of duty in the South Atlantic.

The 45 visitors who were taken by launch to the ship in East Cove were from HQ British Forces Falkland Islands and RAF Mount Pleasant and represented those who have supported or assisted the Leander-class frigate during her stay.

Fortunately it was a calm day by Falklands standards and the party of Army and RAF clerks, medics, suppliers, infanters and aircrew were able to negotiate the rope ladder up the Danae's side without too much difficulty.

Once on board they were shown around the ship and

were able to watch the ship's company practise such drills as responding to low-level aircraft attack by Falklands-based RAF Phantom jets.

Later HMS Dumbarton Castle took up station alongside and a light jackstay was established between the two ships. Half a dozen visitors were persuaded to climb into survival suits and life-jackets to try what was for all of them a novel form of transport.

The Danae, relieved in the South Atlantic by HMS Alacrity, returned to her home port of Plymouth last month via the West Indies.

Island tribute by CPO

HER Majesty's Sail Training Craft British Soldier took part in the Helsinki to Copenhagen leg of the 1988 Cutty Sark Tall Ships Race — and gave CPO Michael Peters the chance to honour two sailors who died in 1854.

CPO Peters was the only representative of the Navy in the Joint Service Crew on the Gosport-based vessel.

The authorities of the island of Aland in the Baltic gave permission for a visit to the tiny uninhabited island of Fjarskar, where wreaths were laid on the graves of George Privett, captain of the main top HMS Penelope, and an ordinary seaman from the ship, Thomas Barber. An Army lieutenant and Russian soldiers who had also died in action at nearby Fortress Bomarsund were similarly honoured by other crew members.

HMSTC British Soldier came 34th out of 110 boats competing in its leg of the Tall Ships Race, was 12th in class and eighth across the finishing line.

Fearless in refit, Aurora bought

THE assault ship HMS Fearless has begun her 17-month refit at Devonport after being laid-up for nearly three years at Portsmouth.

Meanwhile, the former HMS Aurora, now out of commission, has been bought by DML, the Devonport dockyard commercial management, with the intention of modernising her and selling her to an overseas Navy. It is believed this is the first time a UK company has bought a frigate for refit and onward sale.

The frigate was taken to No. 3 Basin to wait until a work package tailored for a customer begins.

AN EXPLOSION in the number of sports diving accidents has been stretching the Royal Navy's own diving and medical services to "breaking point". By summer this year the number of cases was already double the 1987 total.

"Radical solutions are needed urgently," said Capt. Ramsay Pearson, Head of Undersea Medicine at the Navy's Institute of Medicine. The problem was, he said, particularly acute in the Portsmouth Command area, where the compression chamber facilities treat accidents from the Kent coast to as far west as Lyme Bay.

More than 33 cases were treated at Portsmouth in two months. These often required multiple recompression therapies, accounting for 55 separate treatments.

Other units in the UK have reported a similar dramatic rise. Traditionally the Navy has provided these without charge to the National Health Service — but now, Capt. Pearson ar-

gues, manpower and facilities are being dangerously overloaded.

He and his colleagues provide a full-time service to give advice on the treatment of diving accidents — they recently dealt with eight requests in a single week-end — and he estimates that recovery and treatment last year must have cost the Ministry of Defence well

over £200,000. The bill for 1988 is likely to be higher.

"However, the Navy's greatest concern is that these accidents are almost invariably avoidable. Many are the result of sheer stupidity, combined with a degree of bravado which shows an incredible disregard for safety.

"The accidents occur to the experienced as well as to the

inexperienced divers — but particularly tragic are those where the latter are taken outside the range of their experience by divers who should know better. Many accidents show that even elementary safety precautions are being ignored."

Another major problem, said Capt. Pearson, was the increasing use of so-called decompression computers, sometimes known as bendometers. He believed that organisations controlling sports diving should take a much more positive attitude to dangers which could sometimes arise from use of these computers.

"Yet another major problem is the lack of fitness seen in many of the divers having these accidents. Many are clearly physically unfit to undertake the diving that gets them into trouble and compound the problem by combining drinking with diving."

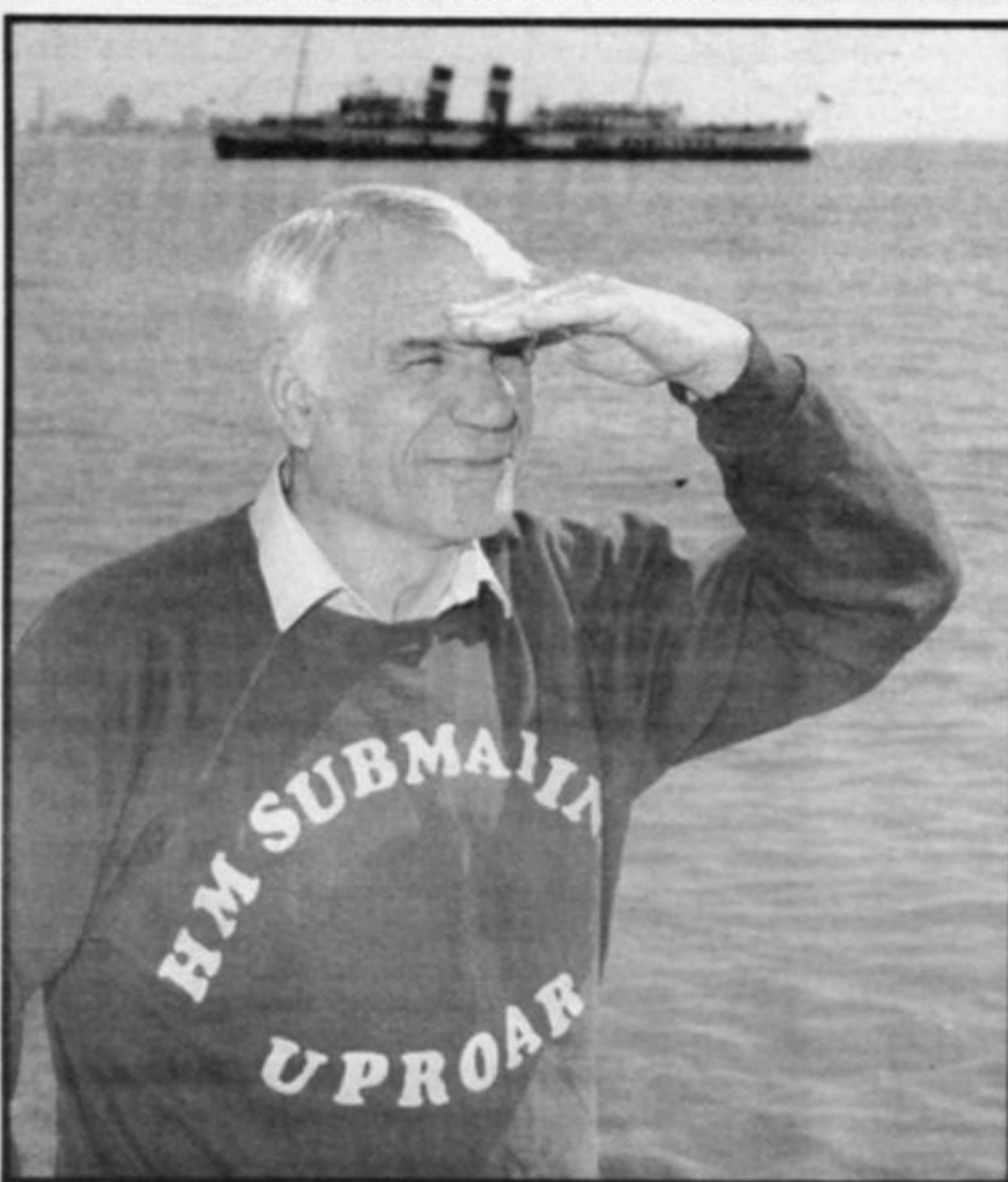
Paralysed

Age is a factor in causing decompression sickness and the incidence of this potentially crippling disorder rises significantly over the age of 40.

This year the Navy has treated two divers whose decompression sickness was so severe they will almost certainly be paralysed from the waist down for the rest of their lives.

Capt. Pearson believes that the main problems lie in poor discipline and lack of education among sports divers. It was, he said, highly significant that there had been no accidents to sports divers in the Armed Forces for the past five years.

Sport diving mishaps 'stretch' the Navy



CHAMPION! GUS IN £2,000 SWIM

ASSISTANT director of Gosport's Submarine Museum, Mr. Gus Britton, took five hours to swim across the Solent to the Isle of Wight and back — achieving the feat some 50 years after becoming Royal Navy backstroke and 440yd. freestyle champion.

Gus, 65, hopes that his efforts will have raised £2,000 for the Submarine Old Comrades Association.

During his swim, two safety boats from HMS Dolphin under the supervision of Lieut. David Hubbard, of the Submarine Escape Tank, escorted him.

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Left: Back on dry land, Gus Britton scans the horizon, trying to spot the beach at Ryde where he completed the first stage of his Solent swim.

Picture: Submarine Museum.

The gruelling exercise was just the latest episode in Gus's association with the sea. He joined the RN before the Second World War and served in HM ships Iron Duke, Nelson, Fiji and Beverley before joining submarines in 1941 and completing 17 operational patrols.

Later, as a Marine with the Special Boat Section of the City of London Royal Marines Reserve, he qualified as a parachutist, and prior to his museum appointment he taught swimming for ten years at the Ecole Therese D'Avila — a girls' convent school in Lille, Northern France.





# Drafty

# ... with news from the WE front

# MORE CHIEFS ASHORE

DURING the past six months there has been a small overall improvement in shore manning levels among WE senior ratings, particularly CPOWEAs (AD) and (WD).

Limited use of Extended Service ratings for specific periods is helping to reduce the effects of turbulence in some Shore Telecommunications units.

The retention of senior ratings on the Second Open Engagement (2OE) is also starting to have an effect. This year's 2OE Board selected 168 WE General Service warrant officers, chief petty officers and petty officers whose pensionable engagements were due to expire over the next four years — 75 per cent. have accepted the offer, which represents an 8 per cent. improvement over 1987.

Some of you may have been disappointed at not being selected but great care has to be taken to avoid a rating category becoming top-heavy as it could seriously affect the future promotion prospect of more junior ratings.

Over the past few years WEM recruiting levels have not kept pace with demand and, as a result, we are now facing a growing shortage of WEM(R)s and, to a lesser extent, WEM(O)s.

Recruiting levels have been raised by 80 per cent. this year and, if met, will lead to a higher proportion of First Sea Draft (FSD) WEMs in frigates and above from early 1989 onwards.

It may also become necessary to reduce the length of the FSD (currently 24 months) in order to keep waiting times short and maintain adequate shore manning levels.

Waiting times for LWEM Qualifying Course (QC) are currently 21 months for WEM(O)s and 14 months for WEM(R)s, the latter being due to the increased number of LWEM(R) QCs being run in 1988 and 1989 in order to



"Crumb!"

make up the shortfall of LWEM(R)s.

POWEM(R)s also remain in shortage and that is the reason why some 40 POWEM(R) sea billets are currently filled by WEAs; it is definitely not a take-over bid!

## Advanced

**Rosters:** Advancement roster lengths in July were:

LWEM(O), 16-17 months;  
WEM(R), 3-4 months;  
POWEM(O), Dry;  
POWEM(R), Dry.

The majority of WEM(O)s should now be advanced to ALWEM(O) prior to commencing QC. The Artificer Candidate roster for LWEM(R)/POWEM(R) has been lengthening over the past two years as a result of the reduction in the number of course places to help

restore stability within the WEM(R) Sub-Branch.

The intake level will be raised from 1989 onwards, leading to a shortening of the roster. If you have been finally selected for ACC and wish to find out how long you are likely to wait then ask your Divisional Senior Rating to ring CPOWTR Tuplin on Centurion Ext. 2520.

**FSD Artificers:** The length of the FSD for ADs and CEWs has been 24 months for the past two years in order to reduce the large bulge of trainees. This has now virtually gone and waiting times have been reduced to between six and nine months. This is not likely to reduce in the near future and no increase in FSD length is therefore anticipated at present.

The situation for WDs and OCs has been very different and until recently the FSD was

33 months. However, the waiting times for these two categories have risen steadily since the beginning of the year and in July Drafty decided to reduce their FSD to 27 months.

Where practicable the ERDs of FSD LWEM/POWEAs already at sea have been brought forward by six months.

The immediate spin-off has allowed Drafty to offer 16 more sea jobs in 1989 to ratings at present under training. The longer-term gain will be the earlier availability of experienced ratings to fill gapped shore billets.

## Transfers

**Submarine Volunteers:** In February this year a Naval General Message, supported by an article in March's Navy News, called for volunteers from General Service CPOWEA/POWEAs (WD) and (OC) to transfer to the Submarine Service for training in the Polaris Strategic Weapon System. Enough volunteers came forward and all have been drafted to Submarine training.

There is likely to be a small ongoing requirement for WDs and OCs, aged 25-34 and having completed at least one sea job as an Artificer, to transfer although the level of demand is unpredictable.

Those interested should raise a C241 and they will be selected if the need arises. If you want to know before committing yourself then ring Lieut.-Cdr. T. Casey on Centurion (ext. 2042).

**The Drafting Preference Card** — your link with Drafty: Don't forget that the DPC is "your communication link" with Drafty. Many are still received in the WE Drafting Section

with no written comments either by the rating or his Divisional Officer (DO).

Drafty does not have access to your S264A/C264C reports or History Sheets and is not a mind reader! Therefore tell us in detail what you want, whether you like working on your particular equipment or would prefer a change of equipment on your next sea draft, etc.

Comprehensive supporting comments by DOs (especially for WE senior ratings) are of great value to Drafty and help to avoid a square peg in a round hole.

It may seem obvious but there is no point in recommending a man for future work on an equipment which he is struggling to maintain.

Finally, if you spell out in detail what you want on a C230 then there is no need to duplicate the information on a C240.

## The Team

Your WE Drafting team line up is now:

**Drafting Commander** — Cdr. R.M. Blake (ext. 2524).

**R' Desk Officer** — Lieut.-Cdr. B. L. J. Maddock (ext. 2525).

**R' Desk Staff** — CPOWtr J. W. Tomlin, LWtr M. Boorman; Wtr M. Cox (ext. 2527).

**O' Desk Officer** — Lieut.-Cdr. M. R. G. Linfield (ext. 2511).

**O' Desk Staff** — POWren S. Bailey; LWren L. Hodgson; Wren L. Stewart (ext. 2529).

**Office Manager/Apps Drafting/Art Can Roster** — CPOWtr J. S. Tuplin (ext. 2520).

**STOP PRESS:** Drafty still needs plenty of POWEM(R) and LWEM(R) volunteers for LFS jobs in Gibraltar and Portugal (ROCLANT). Most are in the communications field. Why not move to warmer climes for a few years and escape the British winter!

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# Northwood RNR commissioning

NEW premises for HMS Northwood, the Royal Naval Reserve headquarters unit, were commissioned by the Commander-in-Chief Fleet, Admiral Sir Julian Oswald.

The occasion was attended by many local dignitaries, including the Lord Mayor of Hillingdon. The unit, which operates in support of CINCFLANT and CINCHAN regular and NATO forces based at HMS Warrior, formerly occupied a single-storey wooden cabin.

By pulling the first pint, Capt Richard Yeomans, Captain HMS Neptune, officially reopened the WO's and CPO's Mess SSBN Inn Bar, after its redecoration thanks to the generosity of the Sailors' Fund, Fleet Amenities Fund, Tenants Brewery and Scottish and Newcastle Brewery.

A painting of a Scottish winter snow scene has been presented to 819 Naval Air Squadron, HMS Gannet, by Mrs Hazel Robertson in appreciation of a Sea King aircrew's part in rescuing her from a cliff ledge near Glencoe ski slopes in March.

A photograph of the ship's company of HMS Osprey, a torpedo boat destroyer built in 1897, has been presented to the Portland establishment of the same name by Mr G. W. Allison, a naval memorabilia collector.



# Sheffield steals the show

THE new HMS Sheffield left the Swan Hunters yard in Wallsend on March 19 this year for her final machinery trials and to embark on her delivery voyage.

After acceptance in Portsmouth, she proceeded to Portland to carry out Safety Operational Sea Trials. Following two very successful weeks off Portland, the "Shiny Sheff" arrived in London for an official visit. A host of important guests visited her, including many from the city of Sheffield, and Capt. Anthony Morton relieved Capt. Nicholas Barker as Commanding Officer.

Five hectic days later the Sheffield, a Type 22 frigate returned to Portsmouth and spent some time alongside before going to sea for more trials and the journey up to Hull for her commissioning.

The commissioning took place on July 26, with a reception for 900 in North Sea Ferries Terminal Building, courtesy of Associated British Ports. Organisation of the event was a race against the clock: the building had to be prepared for the reception in just 2½ hours and then returned to its original state just an hour after the guests departed. All catering was prepared on board.

Guest of honour was Mrs

Susan Stanley, the ship's sponsor, wife of the former Armed Forces Minister. Families of men who died in the last Sheffield in the Falklands War were present, together with representatives of affiliated associations. Other VIPs included the Lord Mayors of Hull and Sheffield, the Lord Lieutenant and High Sheriff of South York-

Holstrom. The Guard commander was Lieut. Colin Haley, a Sheffield survivor.

During the five day visit to Hull more than 5,000 people visited the ship. Prior to her arrival a sponsored slim had been organised by POSTD Taff Paynter and it raised over £400 for the children's ward of Sheffield Hospital. Additional charity cash is still coming in thanks to a team of ratings from the WE department, who cycled from Devonport to Sheffield.

After a maintenance period at Plymouth, the Sheffield will be embarking on further sea trials in the autumn.

The Sheffield's badge is derived from the Arms and Motto of the City of Sheffield. Her motto, *Deo adjuvante proficio*, means — With God's help I advance.

Yorkshire companies have seen to it that the latest HMS Sheffield has just as much right to the nickname "Shiny Sheff" as her two predecessors. Their generous gifts, worth many thousands of pounds, sparkle alongside the ship's stainless steel fittings. Even the ship's bell is made of Sheffield stainless, as is all the cutlery aboard.



shire and the Master Cutler. The senior Service guest was Rear-Admiral John Coward, Flag Officer Flotilla One.

A splendid iced cake baked by Cook Paul Stennings was cut by Mrs Fiona Morton and JS



## POSTCARDS LIST ON PAGE 24



Above: The new HMS Sheffield, still undergoing trials. Picture: HMS Osprey Photographic Section.

Left: The Royal Marines Band of Flag Officer Scotland and Northern Ireland provided the music for the Sheffield's commissioning ceremony at Hull, which was attended by hundreds of family members and friends. Rear-Admiral John Coward, Flag-Officer Flotilla One was also present.

# SHEFF'S SHINING HOURS

A DOZEN battle honours mark the distinguished service of the first HMS Sheffield during the Second World War.

A 9,100-ton light cruiser, armed with 12 six-inch guns, she was built at Wallsend-on-Tyne by Vickers-Armstrong, launched in July 1936 and completed 13 months later. Allocated to the Home Fleet, she was one of the very few radar-equipped ships at the outbreak of war and for several months afterwards.

During this period she accompanied the Fleet on sweeps in the North Sea and Atlantic, patrolled the Denmark Strait to intercept German ships trying to pass around Iceland and took part in the early stages of the Norwegian campaign, ferrying troops to Namsos.

In May 1940 she joined the Nore Command and was held in readiness for anti-invasion duties until August, when she was allocated to Force II. From its base in Gibraltar the Force filled the vacuum left in the Western Mediterranean by the

withdrawal of the French Fleet and also covered the Atlantic, between the Azores and Gibraltar.

During the next 14 months the Sheffield escorted Malta-bound convoys, accompanied aircraft-ferrying operations to Malta and, in February 1941, bombarded Genoa. To the west, she supported Atlantic convoys threatened by German surface raiders and played an important shadowing role in the successful hunt for the Bismarck in late May 1941.

From October 1941 until June 1944 she served with the Home Fleet once again, based at Scapa Flow and in Iceland. Occasionally she was detached — for the North African and Salerno invasions in November 1942 and September 1943 and for Biscay patrols against blockade runners in the summer of 1943 — but her main task was the protection of Russian convoys.

The Sheffield was put out of action for 17 weeks after striking a mine off Iceland on March 4 1942, but in the Battle of the Barents Sea on the last

day of the year, she sustained no damage while beating off an attack by the pocket battleship Lutzow and the heavy cruiser Hipper on a convoy bound for Murmansk.

Her luck also held a year later when she emerged unscathed after being present at the sink-

## Battle Honours

Norway 1940, Spartivento 1940, Atlantic 1941-43, Bismarck 1941, Mediterranean 1941, Malta Convoys 1941, Arctic 1941-43, North Africa 1942, Barents Sea 1942, Biscay 1943, Salerno 1943, North Cape 1943 and Falkland Islands 1982.

ing of the Scharnhorst off the North Cape. During her last months with the Home Fleet in 1944, the Sheffield screened the carriers while they struck at the battleship Tirpitz and other targets in Norwegian waters.

In July 1944, the Sheffield proceeded to Boston Navy Yard to refit and did not return to the United Kingdom until May 1945; there was no urgency to complete the work outstanding and she did not re-enter full commission until May 1946.

Between September and November of that year she served as the flagship of the America and West Indies Station, the first of three such commissions. Other tasks included serving with the Mediterranean Fleet, flagship of the Reserve Fleet and flagship of FO Flotillas (Home). She was sold for scrapping in 1967.

A year after the cruiser was sold, the order was placed for another HMS Sheffield, which was to be the name-ship of the Type 42 class of guided missile destroyers, armed with the Sea-dart missile system.

Launched by the Queen at Barrow in 1971, the new Sheffield was commissioned in February 1975. After first-of-class trials, she served in the 3rd Frigate Squadron, Nato Standing Naval Force Atlantic and in the

Indian Ocean, patrolling off the entrance to the Persian Gulf.

After the invasion of the Falkland Islands, the Sheffield was allocated to the Task Force. She arrived in the Total Exclusion Zone around the Falklands on May 1 and screened the carriers Hermes and Invincible while their aircraft attacked the Port Stanley airfield that day and on May 4.

During the afternoon of May 4, the Task Force was attacked by land-based Argentine Navy strike aircraft and the Sheffield was hit by an Exocet air-to-surface missile. Uncontrollable fires broke out and the ship had to be abandoned, although she did not actually founder until May 9. Twenty officers and men were lost with the Sheffield.

Two dozen men were injured in the attack and they and the 242 other survivors of the ship's company were transferred to various ships in the Task Force.

The body of one of HMS Sheffield's dead was recovered and committed to the sea from HMS Hermes.

## FACTS AND FIGURES

Length: 146m. Beam: 14.75m. Displacement: 4,900 tonnes. Mean draught: 4.5m. Maximum complement: 22 officers, 92 senior ratings and 188 junior ratings. Propulsion: two Olympus and two Tyne gas turbines in a two shaft COGOG configuration. Electrical power: generated by four 12-cylinder Valenta diesel engines. The Sheffield is the first ship fitted with these and a new machinery control system called Dynalec 1000. Speed: 30 knots; 18 on Tynes. Range: 4,500 miles at 18 knots on Tynes. Weapons and decoys: Exocet, Seawolf (two systems), Sea Skua, twin 30mm guns, STWS, Match and Seagnat.

## CHEERS!

A specially-commissioned water colour painting of the Old Queen's Head pub, Sheffield, one of the city's oldest buildings, has been presented to HMS Sheffield by John Smith's Brewery.



Left: The original "Shiny Sheff". Below: The second HMS Sheffield, the first of the Royal Navy's Type 42 destroyers.





## How that jauntness was achieved

YOUR correspondent G. Lilley (July) laments the demise of the "jaunty" angle at which peaked caps were at one time worn, but seems not to have noticed that the design of the cap has changed.

The old blacktop cap had a padded crown with edges almost an inch thick. In summer months, and in the tropics, a white, cloth capover was worn over it, increasing the overall dimension and weight.

The "jaunty" effect was achieved by illegally removing the cane grommet from the rim. The crown then became flexible and soft, giving with the wind and enabling the hat to be set at any angle.

Authority disapproved and I remember many an inspection at which caps had to be held out so the inspecting officer or regulator could ascertain whether or not the grommet had been removed. Then someone discovered a similar effect could be attained by merely shortening the cane of the grommet and authority was duly flouted.

Introduction of white caps all the year round brought with it the new white plastic top cap. This is more angular and military in appearance than the old black padded cap. Its more rigid edges are a mere eight millimetres thick and it is considerably lighter. Moreover, it has to be worn as regulations decree.

I warrant that anyone wanting to emulate the jaunty angle of wartime years would lose his lightweight cap with

the first light gust of wind. — J. Hinton. Ex-CPOMA. Worcester.

I HAD to smile reading the letters headed "Tiddly Jack" (September) giving reasons for cap angles and claiming that the matelot of the 1980s is smarter and brighter than his predecessors.

It would be interesting to know the era of the predecessors they have in mind. Before 1945 ALL ratings had to wear uniform on shore and they were inspected by the OOW for cleanliness and smartness. — T. G. Treadwell. Ex-CPO. Gosport, Hants.

ON THE claim from the ex-LS(R) that the matelots of yesteryear were not as Tiddly as his generation, I would like to tell him that we ex-matelots of the Second World War were fastidious about our No.1 dress with gold badges and chevrons — which, I may add, was expensive to us in those days considering the low rates of pay.

I remember paying £12 just for jacket and bellbottoms for my Tiddly suits.

Most of us "ex's" were proud of our uniform and the Fleet in which we served. — G. Austin. Ex-AB. Hayes, Middlesex.

## CAPPING HIS STORY!

Like Reader Lilley I deplore The loss of things that are no more — I've oft been known to moan a dirge For bygone years in Pusser's serge. But up to now — you lucky chaps! — I've made no comments on the caps. Though in my time I got to wear The fore-and-aft rig and the square, The way I modelled my chapeau Was always strictly comme il faut — In short, I wore it on my head, And furthermore it must be said (If you'll forgive an old salt's blether) It faced some foul and stormy weather. . .

In those days, cynics must agree, We spent a lot more time at sea — Three years was quite a normal time For Jack to serve in foreign clime, And in the war, while half alive, On one far station I did five Including sessions (let's be frank) At sea before my vessel sank. And in my jail and jungle bit On railroad job I had no kit; Banana leaves reduced my pains In burning sun and monsoon rains. . .

Bernard Campion

## 50 years of HMS Daedalus

THE letter from Capt. N. G. Hallett (September) prompts me to write about the 50th anniversary of the transfer of RAF station Lee-on-Solent to the Royal Navy (Fleet Air Arm). On Empire Day, May 24, 1939, it became RN air station Lee-on-Solent, with the ship name HMS Daedalus.

I was one of the 200 or so RAF maintenance personnel who transferred to the Royal Navy in December 1938, and was serving at RN air station Worthy Down, HMS Kestrel, on Empire Day 1939 when the RAF Ensign was lowered for the last time and the White Ensign took its place. I served in the Fleet Air Arm until I retired, as a chief aircraft artificer (A/E), in 1965.

Apart from Lee-on-Solent and Worthy Down, two other RAF stations, Ford and Donibristle, were handed over on the same day and became HMS Peregrine and HMS Merlin respectively. The only surviving RN air station of the original four is Lee.

I understand that the National Fleet Air Arm Association will be arranging a reunion on or about the date of the 50th anniversary of the transfer next May. I also believe that RN air stations Yeovilton and Culdrose are already making preparations for their 50th anniversaries.

While appreciating the effort being made by the National Fleet Air Arm Association (of which I am a member), I am surprised that the air station at Lee itself is not organising a celebration. — V. Phillips Ex-CAA(AE). Shalfleet, Isle of Wight.

## Haslar graves well kept

THE August edition letter on the sad state of the naval graves at Gillingham, Kent, presents a sorry picture. I hope that local RNA branches will use their influence to rectify the situation.

Thankfully the well-maintained cemeteries are not all abroad. Every June I visit a naval cemetery in Gosport just west of Haslar Hospital.

I have always found it to be well maintained by an industrious staff who are willing to help with any inquiries. I was soon shown the graves I sought, 13 of the 30 seamen killed by enemy action at HMS Collingwood in 1943, although there is no plaque or roll of honour. Also buried here are seven WRNS from HMS Daedalus in 1940.

Between the stones are rose bushes, and the inscriptions have lovely English names of many ships.

Readers who have shipmates buried here may be assured they are in a pleasant spot under English trees and sky, and beside a creek which at high tide reflects the blue of calm seas. — E. L. Conway, Ex-AB (HO). Thorpe Bay, Essex.

# Letters

## Vital need for Poppy Power

ON A FINE Sunday last November the citizens of a small town gathered quietly round their war memorial to take part in the annual service of Remembrance. Suddenly, horrifyingly this reverent scene was torn asunder. Innocent people were killed, others were so maimed that their lives were shattered for ever. The

service was forgotten in the fight to rescue the victims.

The town was Enniskillen. The country, Northern Ireland. A week later, Royal British Legion representatives from all over the United Kingdom travelled to Enniskillen, along with the Prime Minister and many other public figures, to take part in the postponed Act of Remembrance; an occasion tinged with a terrible sadness which underlined anew the ceaseless tragedy of Northern Ireland.

It also, however, demonstrated the continuing need for the Royal British Legion. For, while keeping green the memory of fallen comrades is a cherished part of our philosophy, so, too, is the need to look after the living.

Thus, we provide a whole range of welfare and benevolent services, such as residential care, pensions advice, sheltered housing and employment for disabled people, for all those members of the ex-Service community who still suffer as a result of war.

Almost one-third of the population is eligible for help — a staggering fact that will doubtless astonish those who still think the RBL exists simply to help veterans of the two World Wars.

Few realise that there have

been over 70 "peacetime" conflicts since 1945, each with its resultant casualties. In Northern Ireland alone, over 500 Servicemen have been killed and more than 4,000 injured since 1969 — bold statistics which hide a whole catalogue of human suffering.

Just as the ex-Service community relies on the Royal British Legion, so we rely on the British public who, by responding with unfailing generosity to the annual Poppy Appeal, provide the "Poppy Power" we need to do our work — in other words, the finance. Last year, a record £9,338,128 was raised, all of which we put to good use, with only 6p in the pound going towards administration and fund-raising.

How I wish there was no longer a need for our services but, sadly, the calls for help continue to rise. The result of the 1988 Poppy Appeal is, therefore, as vital as ever.

As well as money, we urgently need collectors. May I ask readers to consider giving a little of their time to help our hard-pressed volunteers. By dialling 100 and asking for "Freefone Poppy Appeal" they will be put in touch with the nearest local Poppy Organiser. — E. R. Jobson. Chairman of Poppy Appeal. Royal British Legion Village, Kent.

## SO WHAT'S NEW?

HMS Avenger's new "go faster" flap was mentioned in your June edition. In 1952 I served on board HMMT/MGB Bold Pioneer, of the 1st Experimental Squadron, based at HMS Hornet along with her sister ship the Bold Pathfinder.

In addition to testing installed gas turbine engines we also had fitted to our transom stern a flap which was raised and lowered manually to various degrees of angle, enabling the boat to increase speed up to four knots.

### Great hotel

DURING July I was fortunate to stay at The Hotel for the Royal Navy in Weymouth. I could not have wished for anything better — a place with a great atmosphere, and this for only £90 a week.

One thing I noticed was that 90 per cent of the holiday residents were ex-RN of the pre-1950 era. What has happened to post 1950 ex and serving RN personnel?

These are the people a hotel like this needs, and if they do not give their support it will surely die a slow death. — J. W. Hagues, Ex-CPO(FAA), Kempton Park, Transvaal, South Africa.

## WE, THE LIMBLESS, LOOK TO YOU FOR HELP

We come from two World Wars, Korea, Kenya, Malaya, Aden, Cyprus, Ulster, The Falklands and all those areas of turmoil where peace must be restored.

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JACK

By TOL

...the reason I haven't written is dead simple.....



# PENALISED FOR MAKING PLANS

## PASSES POSER

IN THE light of recent IRA murders, could I suggest an improved method of security concerning access to naval bases.

Passes issued to wives of Servicemen at Culdrose contain the wife's name and signature, together with space for children's names.

Would it not be better to have passes similar to our husbands' — that is containing a current photograph. We could sign in against the signature on our pass. — Naval wife, Helston, Cornwall.

● From Culdrose it was stated that the gates were closely monitored and that the pass system generally worked well when families came in to use facilities. The upgrading of passes by use of photographs would, it was agreed, be an advantage but the practicalities presented considerable problems, not least because of a large and ever-changing family population. Meanwhile, passes for permanent contractors were being improved. — Editor.

POLICE Sgt Dart's letter (August) was indeed an eye-opener. To get a job when you are in your 50s is almost impossible, as is trying to live off a pension with a mortgage and other normal overheads of running a home.

I was made redundant in the oil business crash in 1985; I gave up after 75 applications for work and re-trained myself. I was thankful then for unemployment benefit.

The contract work I am currently engaged in will not last for ever and now I am past 55; suddenly the future does not look too bright.

We did our service to relieve ourselves of this kind of problem. We are a group of people who, when they could, did something to plan for our future, only now to be penalised for it. — E. H. H. Barker, Ex-WO, Grange-over-Sands, Cumbria.

I WAS disgusted to read the letter (September) from CRS A. L. Chapman regarding his leaving the Service at over 55 after serving almost 40 years. He is certainly not going to lose out financially because of the uncaring no-intention-of-working layabout.

After security of employment all the years in the RN, he will receive a handsome gratuity and a substantial index-linked pension.

I also served in the RN and was invalided out in 1970 after having an accident during an exercise while serving in HMS London as a leading electrical mechanic.

Since April last year I have been unable to find employ-

ment as there isn't any and I worked hard all my life. Even being in a Jobclub it is difficult to find work.

So CRS Chapman you should count your blessings. Not all of the unemployed are workshy.

What is not generally known is that the National Vacancy Register (NATVACS) whose computer is based in Sheffield is available to all. So use the counselling of the Jobcentre staff. Find out about NATVACS, check what your CODOT number is, and get a print-out of vacancies that concern you.

But please, after almost a lifetime of security in the Services, don't look down your noses at the unemployed as nowadays it affects everybody at some time or other. — M. Griffiths, Stirling.

● Strong feelings on the subject of unemployment benefit were expressed in letters from several other correspondents. — Editor.

## The other Albert medal

I WONDER if you could help me establish if there was ever a ship named HMS Albert. I can only think of the Royal Yacht Albert.

My reason for asking is that I was presented with my Long

Service and Good Conduct Medal while serving in HMS Alert in 1955 and only recently I realised it was engraved "HMS Albert"! Presumably this must make it a curio.

I retired from the RN in 1962 as a CPO. — R. T. Jordan, Dartford, Kent.

● The reference books show a couple of Alberts — a troopship of 1840 which eventually went to the Gambia government, and an Australian gunvessel of 1883. There have also been three Royal Yachts named Victoria and Albert. — Editor.

# Review of allowances 'overdue'

WHILE not disputing how the Review of Allowances has affected him personally, I feel that CCPO P. G. Parkin (September letters) has failed to take a proper, objective view of the ROA.

Had he done so he would have realised that the Admiralty's Board's justifiable aim in reviewing the allowances was an attempt at updating old allowances and introducing new ones that suit the changing needs of Armed Forces personnel.

He must also remember that the Admiralty Board does not have a blank cheque from the Treasury and they work extremely hard attempting to secure the best deal for the vast majority — something I witnessed while working in the MOD for three years.

What the ROA has successfully managed to do is eradicate the absurdity of some current allowances, including some aspects of warrants, HTDs and Separation Allowance.

No longer will personnel be able to travel from one end of the country to the other on holiday at Government expense, claim vast amounts of money for travelling to and from work, so precipitating house moves many miles from their place of work, or receive money for the "personal and emotional disadvantages of separation from their spouses" — quoted verbatim from the Naval Pay Regulation!

While I fully appreciate that BSA is an emotional topic for CCPO Parkin, as well as many others, I fail to see why the Government should pay for the private schooling of children whose parents have not moved throughout the child's education — which does happen in certain cases.

It is sad that a man of CCPO Parkin's skill and experience should choose to submit his notice and eschew the Second Open Engagement.

But, while "The Review of

Allowances" booklet issued by Director General Naval Personnel Services is not without imperfections, which I am sure the Admiralty Board would readily admit, CCPO Parkin should see it for what it is — a quintessentially pragmatic approach to the long overdue overhaul of allowances — and I, for one, applaud it. — D. Johnson, POWTR, Fleet Air Arm Drafting, HMS Centurion. ● See also Director of Naval Service Conditions comments on ROA — page 18.

## A class of their own

REFERRING to the humorous "Flower power" letter (August), I tactically take evasive action over its contents!

All corvette lads were a breed of their own, whether we served in Flower Class, Castle Class or various other pre-war ships reclassified as corvettes for convoy escort duty. Many of us had served in both classes. Together we faced the rigours of the North Atlantic and trusted to luck as we "side stepped" the multi-shaped icebergs off the Newfoundland coast.

We shared the same privations and had a common envy of the comparative comfort of big ships.

This noble breed of corvette men is beginning to dwindle as some of us approach senility so it is in our surviving interest if all corvette men stick together for future reunions. — I. Jones, Mablethorpe, Lincs.



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If you have recently left the Royal Navy or are about to do so and would like to receive more information about opportunities within this small but technically advanced Navy, please contact: Personnel Officer (M.R.), Airwork Limited, Bournemouth International Airport, Christchurch, Dorset BH23 6EB.



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# What about Engadine?

HAS RFA Engadine again been forgotten? Your July edition says, "A flypast of Sea King and Lynx helicopters saluted Britain's only aviation training ship as she began her working life in Portsmouth."

The Engadine was commissioned in December 1967, and has from that date provided aviation training to aircrew from 737 Squadron (Wessex 3) and 829 Squadron (Wasp). She is still to this time at sea providing training in deep water operations to 810 Squadron (Sea King 5), 702 Squadron (Lynx) and 707 Squadron (Sea King 4), completing over 46,500 deck landings. This aviation training has been crucial to new pilots and observers now forming the backbone of the Fleet Air Arm.

Without the invaluable service the Engadine has provided, not forgetting the RN and RFA personnel involved, both past and present, the Navy surely would be at a loss. We may be old and slow, but don't count us out! — D. C. Green, PO(R)A(HC), Senior Rates' Mess, RFA Engadine.

## Venerable old ship

I FIND your excellent newspaper most interesting notwithstanding the fact my connection with naval matters goes back to service as a "bunting tosser" during the First World War.

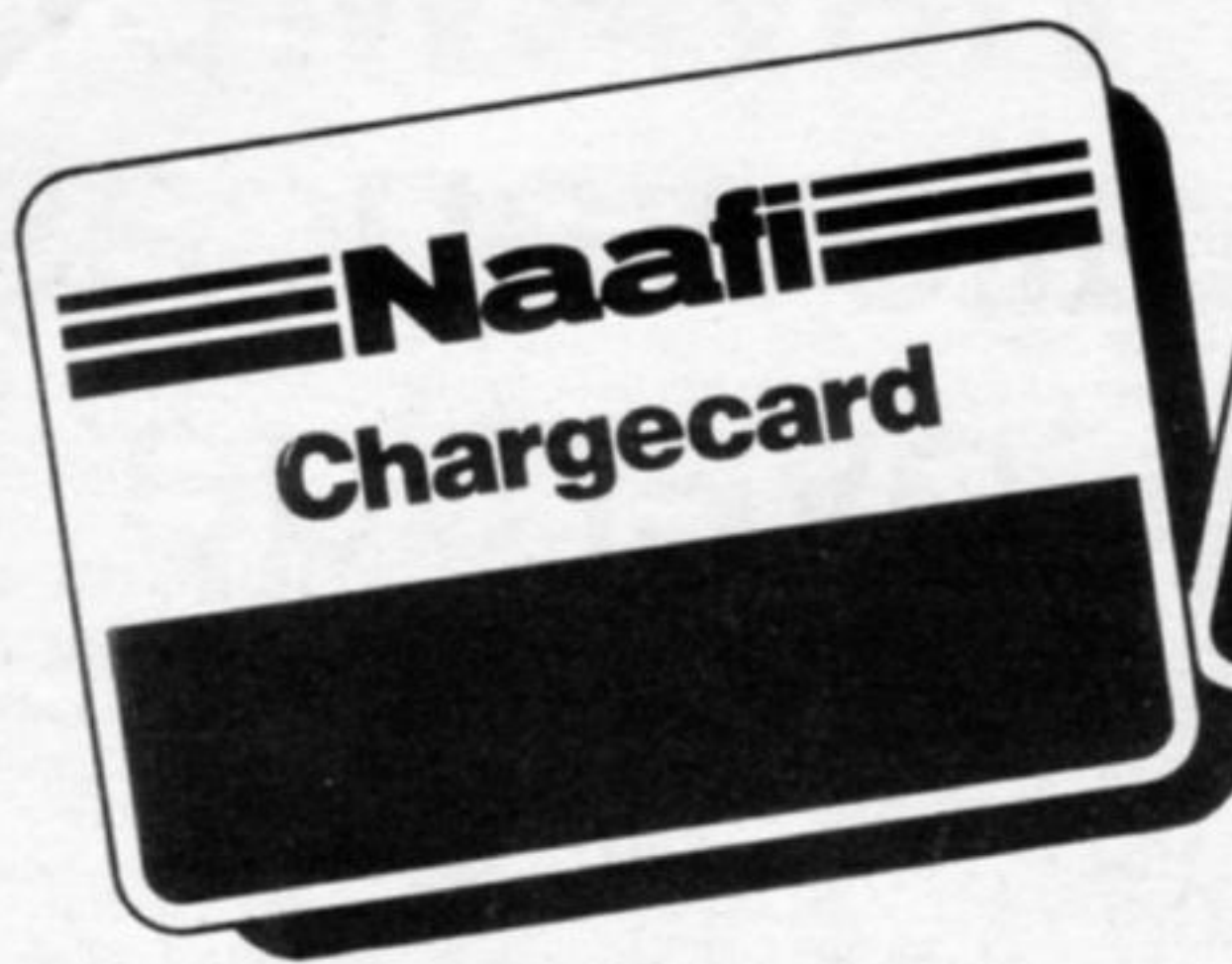
I wonder whether anybody remembers that grand old batt-

leship HMS Venerable being anchored in Portland harbour as the parent ship of the many minesweeping and submarine-hunting trawlers which claimed Portland as the home port.

I was signaller on one of the trawlers, HMS Robert Gibson — seven days at sea and three in harbour — but how glad the crew used to be to get back to the old Venerable. She was a lovely old ship and had plenty of rum on board.

Incidentally, we found and sank a German mine in the harbour — probably "planted" by a submarine we didn't catch. However, we did sink one submarine outside the harbour, near the old Bill. I am now 88 but this memory from 1917 is still vivid in my mind. — J. H. Griffiths, Wimborne, Dorset.





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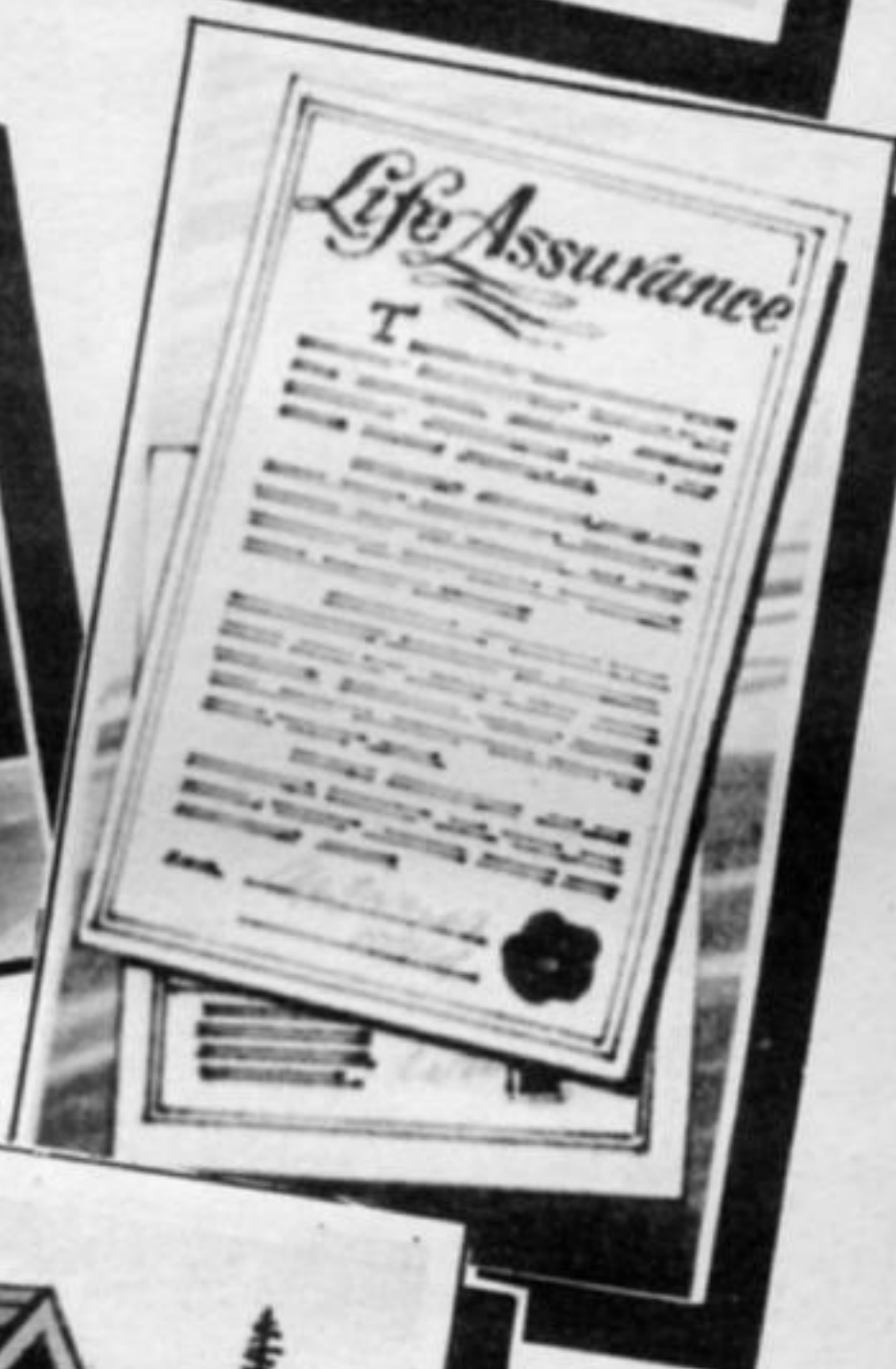
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## Serving the Services





## Hong Kong divers' crash rescue bid

ROYAL Navy divers and medical teams sped into action to help rescue crash victims when a Chinese jet skidded off the runway at Hong Kong's Kai Tak airport, close to HMS Tamar.

Of 89 on board the Trident — which had been coming in to land during a storm — seven died and 14 were injured as the aircraft slewed into the harbour, breaking

in two.

Six of the dead were crew members, including the pilot, who was among those trapped in the submerged cockpit.

Supporting the 10 Navy divers were two RN medical teams, four patrol launches and several other small boats, a support team of eight divers from the Queen's Gurkha Engineers, and five RAF Wessex helicopters from Sek Kong which ferried the injured to hospi-

tal. The Army provided a special craft to carry pumping equipment to the wrecked aircraft.

Kai Tak is one of the world's busiest single-runway airports handling more than 12 million passengers a year.

Pictured: Above left — the wreckage of the Trident jet; right — one of the small vessels helping in the rescue operation.

Pictures: Joint Services Public Relations, Hong Kong.



Members of the ship's company of HMS Ambuscade marched through the streets of Grand Cayman island as part of the Queen's birthday parade.

Picture: Fleet Photographic Unit, Portsmouth.

## FLEET'S BABY HAS A SWISS HARVEST

A RICH harvest of hospitality was reaped when the smallest commissioned ship of the Fleet, Her Majesty's Surveying Motor Launch Gleaner, arrived at Basle in Switzerland for a visit, after a seven-day, 680 mile journey.

Gleaner had carried her ship's company across the North Sea and through Holland, Germany and France on her trip, receiving a warm welcome wherever she went.

One of the 45 bridges under

which she passed proved particularly memorable, as at Wesel the German Old Comrades Association continued a tradition by passing down — via a long rope — a bottle of rum to the ship's company. PO Barry Tadman and LWEM Paul McCartney were at the ready to cut the bottle free.

On reaching the port of Basle, 460 miles from the river mouth and some 700 miles from Portsmouth, the 15m

Gleaner berthed on "the three corners" — the meeting point of France, Germany and Switzerland, where she was kept busy with local visitors and tourists wanting a closer look.

The ship's visit coincided with a water-craft festival organised by the local radio station and water-sports club, and Gleaner's seven-man ship's company put her through some high speed manoeuvres which delighted the large crowds.

## Sealink instant savings

A NEW card going out to Service personnel allows "instant" bookings on journeys from Britain on the forces discount fares scheme operated by Sealink British Ferries. It also guarantees a 15 per cent discount on cost of travel.

Sealink says this cuts out the time-consuming form-filling and approval stages generally required to obtain travel discounts. The cards may also be used to book similar discounts with Sealink's sister company, Hoverspeed.

"Now it's as simple as lifting a phone or calling at the Sealink reservations desk at the port of departure," they say.

The card can also be used by Forces personnel stationed in Northern Ireland and West Germany to confirm entitlement to special Forces fares deals which Sealink operates on its routes from the province, and from Holland and France.

All discounts extend to families and cars. For example, for

a peak period return journey Dover-Calais for husband and wife, taking two children aged between four and 14 and an average length car (up to 4.5 metres), the discount fare is £178.50 — a saving of £31.50. A similar journey on the Harwich-hook route, where up to two children in a family travel free on day sailings, would cost £147.90, a saving of £26.10.

The discount is available on all fares except day excursions and on all routes except Isle of Wight services and those to the Irish Republic. The offer does not cover supplements for cabins or first class travel.

Cards are being distributed through units with the full co-operation of the Armed Forces.

# Glory greets Ambuscade admirals

GALVESTON in Texas had a special surprise waiting for HMS Ambuscade when she paid a visit — her commanding officer, Cdr. Stephen MacKay, was made an Admiral of the Texas Navy and presented with the key to the city.

A similar naval honour was bestowed on the ship's Executive Officer.

Men and officers were joined in their celebrations of the event by members of their families who had flown out to the USA to enjoy a break from West Indies guard ship duties with the ship's company.

HMS Ambuscade has now returned to the vagaries of the British climate after months of Caribbean sunshine during her WIGS duty supporting the land forces in Belize.

## Memory

Visits to holiday haunts such as Nassau and Bermuda and drinks on golden beaches, will soon be just a memory for the ship's company back at their Devonport base.

All on board shared fun, sun, sport and generous hospitality during the tour — but it was much more than a flag-showing PR exercise.

A week was spent on internal security training in conjunction with an Army battalion and RAF personnel. The Ambuscade also laid on naval gunnery

support, undertook jungle training and provided and watched various skill demonstrations.

Exercises with RN submarines, Stingray trials, operations with the US Navy in Fleetex '88, and providing Lynx helicopter demonstrations for the Colombian Navy kept the ship's company of HMS Ambuscade busy.

The ship also took part in the Queen's Birthday Parade at Grand Cayman Island before heading south for Colombia and a run ashore at the old walled city of Cartagena.

Some of the Ambuscade's ship's company ran into trouble with the police in Jamaica

— but luckily only on the cricket field, where a local police side dished out a friendly lesson on how the game should be played.

Numerous other colourful and historic places were visited during the ship's deployment, including Curacao, Port of Spain, the Grenadian islands, Barbados, Miami, Bermuda and Houston.

HMS Ambuscade is now planning affiliation visits to Birkenhead, Crewe and Nantwich, and a link-up with the Cheshire Regiment.

● HMS Ambuscade colour picture — see back page.

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## Tailored takeover

LOUIS International (Menswear) Ltd, which has carried out much business among Royal Navy personnel, has been taken over by a subsidiary of John Conway (Outfitters) Ltd.

Solicitors for Conways said the subsidiary, S. Caplan and Sons (Outfitters) Ltd, had purchased the principal assets of Louis International from the receivers, and would continue to trade as Louis International, providing a service to its allotment and credit customers.

Customers can contact Louis International through the head office of John Conway at 62, Cornwall Street, Plymouth (Tel. 0752-266983), for advice on how to get in touch with the Louis representative who can look after their requirements.

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# Dressed to impress



Making a colourful sight dressed overall for the occasion, HM ships Sheffield and Brave host sightseers at Plymouth Navy Days.

Picture: Area Photographic Unit, HMS Drake.

## Navy Days: a real family occasion!

RECOGNITION of a familiar accent steered PO(SEA) David Daniel away from the intricacies of rope work at Portsmouth Navy Days to the unravelling of a human drama — the speaker turned out to be his half-sister.

Wolverhampton resident, Mrs. Shirley Burton, originally from Walsall, was watching PO Daniel's demonstration of splicing a bell rope when he picked up her accent and they got talking.

Coincidences in their experiences were numerous and — although neither had known of the other part of the family until that day — the connection became obvious when they discovered that they had the same grandparents.

"I was completely dumbfounded," said PO Daniel. "I already have three sisters."

His family has been extended still further, for Mrs. Burton also has a sister and a brother. Although no definite arrangements have been made, a family meeting is likely in the not too distant future.

Crowds at Portsmouth Navy

Days were about 10,000 down on last year, but even so PO Daniel's meeting with his sister was a chance in 58,000.

HMS Illustrious proved a significant draw, attracting 25,000 visitors over the three days, but HMS Challenger came up with the largest daily total — more than 11,800 visitors on the Sunday.

An estimated £45,000 was raised for naval charities at Portsmouth but the postal strike has delayed the finalisation of Plymouth's figure.

### Reduction

Security alerts, bad weather and the proximity to the Armada 400 celebrations are believed to have accounted for the drastic reduction in attendance at Plymouth Navy Days. Only between 25,000 and 30,000 people visited in the three days — about a third of last year's figure.

HMS Cornwall and HMS Sheffield proved the most popular ships, although, like the others on display, they were only able to be open above deck. Nuclear submarine, HMS Splendid, was on show at Plymouth, but visitors were able only to admire it from the outside.

Some interest was salvaged by the air and river display, but the turnout was still disappointing.

where he was treated for hypothermia.

Acting master of the Dolwen, Norman Campbell, told Navy News that the fated journey was the maiden trip for Inspire. She had apparently got into difficulties in the middle of the afternoon but was not reported missing until three hours after her expected return time of 6pm.

"Weather had been fairly good and there was no great concern when the boat was not back on time," he said. "People just thought there must have been a power failure or engine trouble. It was only when Mrs. Skinner reported later in the evening that her husband had not returned that it became obvious that there was something more seriously wrong."



Two members of TS Loyalty, Nautical Training Corps, serenade the Portsmouth Navy Days throng waiting to board HMS Illustrious.

HMS Illustrious Photographic Section.

## RMAS TO RESCUE

FISHERMAN Joel Skinner spent 11 hours clinging to a lobster pot float before the Royal Maritime Auxiliary Service vessel Dolwen came to his rescue.

Mr. Skinner was the only survivor from a four-man crew when the 28ft crabber, Inspire, was swamped by heavy seas off Cemaec Head near Fishguard.

The Dolwen had been called out by the life-guard shortly after midnight on September 6, after earlier attempts to track down the Inspire had failed, but it was not until 2am that Mr. Skinner was sighted and hauled to safety. A helicopter lifted him from RMAS Dolwen to hospital,

# ZIP GOES

A BUSY series of multinational exercises, interspersed with spells of relaxation in places such as Singapore, Hong Kong, Manila, Jakarta and Bali, marked the progress of ships of the Royal Navy's Outback 88 deployment as they headed for Australia.

If the exercising was intense, so was the relaxation and shopping — it is estimated that task group ships' company members combined to spend more than a million pounds ashore in Hong Kong.

As the main group of ships, comprising HM ships Ark Royal and Edinburgh, and RFAs Fort Grange and Olwen, had made its way across the Indian Ocean towards Singapore, HMS Sirius and RFA Orangeleaf forged ahead to Malaysia making successful three-day visits to Lumut and Penang.

Both ships went on to participate in the first of the exercises involving the countries of the Five Power Defence Arrangement — UK, Australia, New Zealand, Singapore and Malaysia. Code-named Starfish, the exercise involved FPDA navies and air forces in limited combined maritime operations.

### Maintenance

On completion of Starfish, the Sirius and Orangeleaf joined the remainder of the task group ships alongside at Sembawang wharves in Singapore, now part of a busy commercial dockyard, for a two-week maintenance period.

Over 80 families took the opportunity to fly out from the UK and enjoy local leave.

During the Singapore call, the Prime Minister, Mrs. Thatcher, visited the Ark Royal, "dropping in" for lunch by helicopter. While on board she met Singaporean political and business figures as well as talking to many sailors about the Outback deployment.

The main group left Singapore on August 8 to cross the South China Sea to the Philippines — the Ark and Olwen going to Subic Bay and the Edinburgh and Fort Grange making a flag visit to the capital, Manila.

Both venues were extremely popular with ships' companies, with the Subic visit combining the best of both worlds with the excellent facilities and warm welcome of the US Navy and the vibrant local colour of nearby Olongapo City.

● Continued opposite



In a Singapore street market three HMS Sirius ratings try out a colourful new line in shorts for tropical rig. Fashion model is PO(R) Nev Chamberlain, being "fitted up" by AB(S) Stu Bowman (left) and AB(S) Oscar Wilde.

Picture: LA(Phot) Roy Naylor



During an Outback exercise the frigate HMS Sirius carries out mid-air refuelling of a Sea King.

Picture: PO(Phot) Lloyd Welds



A top-up for HMS Edinburgh from the fleet tanker RFA Olwen during a replenishment at sea operation. Taking part too in the operation is the fleet replenishment ship RFA Fort Grange.



# A MILLION!

## Hard workers, big spenders

After the Philippines came a weapons training period with the US Navy and Air Force and the chance to witness at close hand the awesome firepower of the USS New Jersey, the Iowa-class battleship, as she fired two broadsides with her nine 16-in guns.

Then it was on to Hong Kong with the main group of ships berthing at HMS Tamar against the backdrop of the dramatic skyline of Hong Kong Island.

On berthing, the task group commander, Rear-Admiral Peter Woodhead, was called on to "dot the eyes of the lion." This traditional welcome heralded a hectic four-day visit with over 2,000 people visiting the task group ships and the combined task group ships' companies spending over a million pounds ashore.

### Startling

Meanwhile, the Sirius and Orangeleaf paid a five-day visit to Sattahip, Thailand, with nearby Pattaya proving popular. One minor injury occurred ashore when part of the present bridge over the River Kwai gave way under the feet of a startled officer!

The main group moved south to a position off the coast of Brunei to Exercise Setia Kawan (Loyal Friend), a shore support exercise involving about 3,000 troops drawn from the Royal Brunei Armed Forces, the British garrison in Hong Kong and Brunei-based Gurkhas.

Ark Royal Sea Harriers of 801 Squadron flew simulated bombing sorties against key shore installations, and combined lift operations using task group Sea Kings and RBAF Bell helicopters moved 250 Bruneian assault troops on board the Ark.

Operations were viewed by

the Sultan of Brunei, who was also given a ship's tour and a flying display by the carrier air group.

During a particularly busy period the group sailed straight on to another FPDA exercise, Lima Bersatu (Five Together). This air defence exercise used the ships and aircraft of the

task group to extend the integrated air defence system of the Malaysian peninsula. Aircraft from all participating nations were involved, including Tornado F3s from the UK.

Simulated attacks were made from a variety of directions, with the Sea Harriers of 801 Squadron alone flying 43 sor-

ties to intercept "enemy" aircraft from the fictitious Pengavian Islands.

The Sirius and Orangeleaf continued a largely independent programme, with visits to Jakarta and to the Indonesian island of Bali in early September. Later they were moving on to Papua, New Guinea.

Task group ships crossed the line on September 9 with a few people avoiding the traditional attentions of King Neptune.

Sailing south to Australia, the highlight of the deployment was still to come with the ships representing the Royal Navy at the Bicentennial Review in Sydney on October 1.

Spelling it out: Men of the Ark Royal (above) provide their deployment title by human logo.

The distinctive outline of Hong Kong beckons in a panoramic scene (left) as HMS Edinburgh nears the Colony.

Picture: LA(Phot) Terry Harding

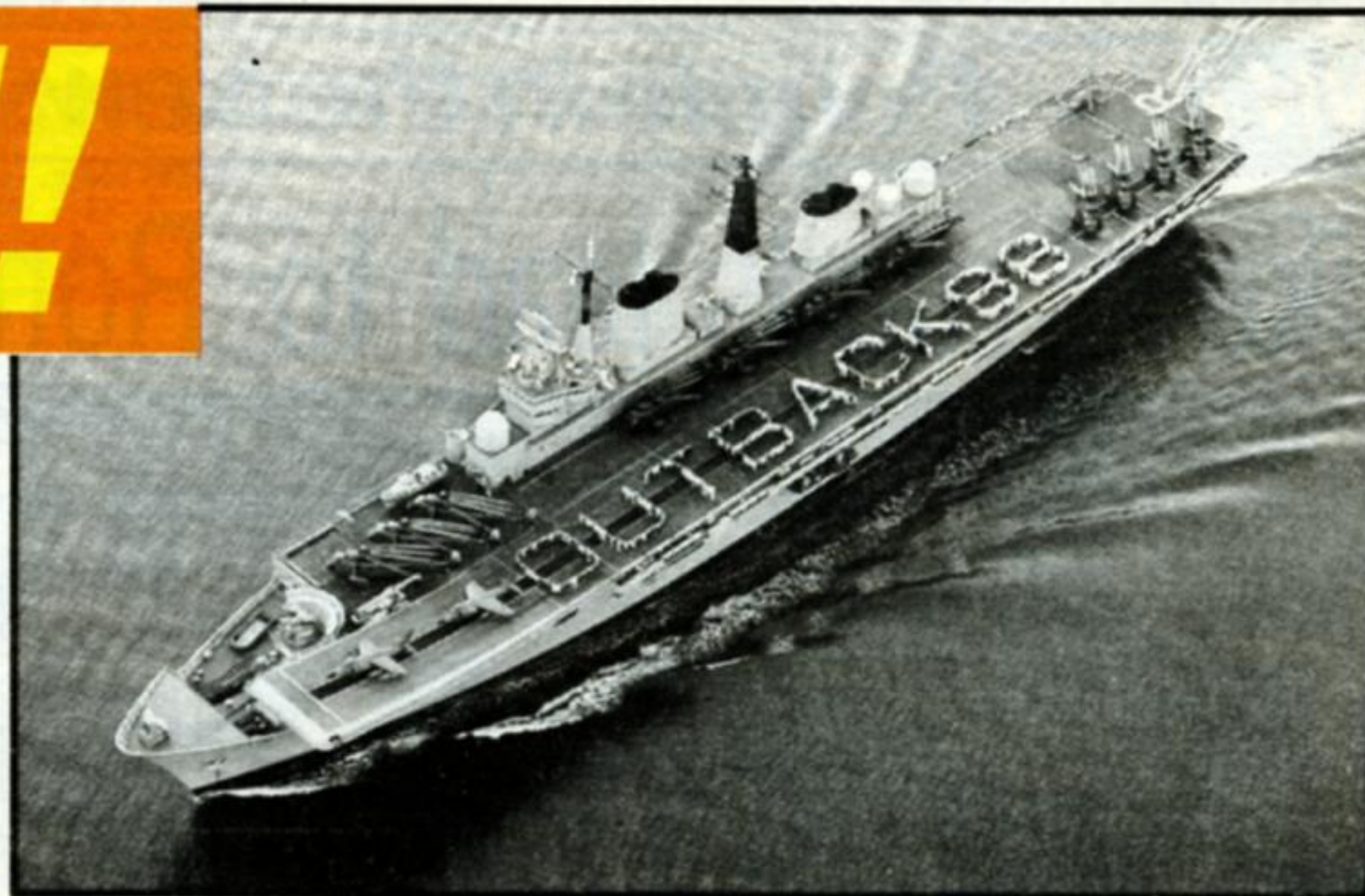
## PATROL CRAFT JOINS STARS

THE Hong Kong patrol craft HMS Peacock joined ships of the RN Outback deployment in the Five Power Defence Arrangement Exercise Starfish off the Malaysian coast.

The Peacock visited Singapore before the exercise which had two phases — weapon training and tactical — and finished with a sporting competition (the Perth Cup) and banyan.

A Hong Kong patrol craft usually takes part in this annual exercise which provides useful training for the ship's company in operational procedures as well as working in larger task groups than experienced in Hong Kong.

There was another visit to Singapore before the Peacock returned to Hong Kong to resume patrol duties.



The mighty US battleship New Jersey demonstrates her tremendous power as she delivers a broadside from her nine 16in. main gun battery just 500 yards astern of HMS Ark Royal.



In sweltering heat, a Lynx helicopter engine change is carried out on the flight deck of HMS Edinburgh.

Pictures: Left, HMS Ark Royal Photographic Section; above, LA(Phot) Terry Harding.





## Hikers' roads lead to Rome



WHEN a party set out from Britannia Royal Naval College, Dartmouth, to trek around Italy on an adventurous training expedition, no one dreamed the trip would end with a face-to-face meeting with the Pope.

The 14 from Dartmouth were in St Peter's Square, Rome, sight-seeing when the Pope made an unannounced walkabout.

"It made up for all those painful, endless hills,"

said Third Officer Jane Williams, pictured with (from left) Mid. C. Coyne, Mid. G. Finn, Lieut. P. Beardmore, Mid. C. Hampshire and Mid. A. Rodriguez.

## Jane makes history

WHEN First Officer Jane Salt took up her appointment as first lieutenant of the Royal Naval College, Greenwich, last month, she made history.

Only the second WRNS officer to be first lieutenant of a shore establishment, First Officer Salt is also married to a first lieutenant. Her husband, Gra-

ham, is executive officer — equivalent rank to first lieutenant — of HMS Warrior 1860.

A former RN gunnery officer, he became the Ironclad's Jimmy last year, prior to her return to Portsmouth.

Jane was formerly commander's assistant at HMS Collingwood.

## TOP AGAIN!

ONCE again a team from 705 Naval Air Squadron has taken the top prizes at a helicopter flying competition. Lieut. Andy Berryman

and POACMN Peter Leonard faced 47 other teams at the Helicopter Flying Championships held at Middle Wallop Airfield,

and won the Top Overall Flying Performance award. Their combined efforts ensured victory in the slalom event and they also

picked up the title of Best Crew.

This brings the total of trophies won by the Gazelle team to six.



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## Why map-man Chris loves pasta

THE US Navy's Oceanographic Service has had British help in revising charts of the Somali coast, which were drawn up by the Italians in the 1920s.

Supporting the scientists of USNS Chauvenet were 512 Specialist Team Royal Engineers who used satellite tracking equipment to fix control points along the coastline.

On his first tour with the RE team was Royal Navy hydrographic surveyor CPO Chris Ince. Carrying out the task, he and his team-mates sweltered in temperatures of up to 122 degrees F.

The heat did not put them off their food, though. They developed a taste for pasta after living alongside the local Italian construction workers, who served up spaghetti three times a day.

☆☆☆

FLEET Air Arm stalwart Roy Grindrod, 64, has retired after decades of service. An instructional officer at the Air Engineering School at HMS Daedalus he joined the Navy in 1939 as a Naval Apprentice (Ordnance) working on many famous aircraft types.

After the war he served in the Far East in HMS Theseus returning to Daedalus in 1948 to join the Electrical Branch.

Two years later saw him on loan service with the Royal Australian Navy followed by his return to HMS Ariel (HMS Daedalus) where he worked until retirement in 1963.

For the next 16 years he worked in the aircraft industry before returning to Daedalus as an instructor in avionics.

## CASH CAPER



## Raiders go out with a record

FOUR Royal Marines based at HMS Tamar in Hong Kong decided they had to bring themselves down to earth when the 3rd Raiding Squadron, of which they were all members, was disbanded. And they did it in style by abseiling 642ft. from the 58th floor of Wanchai's Hopewell Centre. WO Simon Corker, Sgt. "Buck" Buckingham (pictured), Mne. "Lucy" Lockett and Mne. Peter Dahle cut the world record for abseiling down to size by topping the previous best by 60ft. Crowds watched as the intrepid quartet — led by Sgt. Buckingham — began their descent of the circular concrete skyscraper, a landmark on Hong Kong Island. All experienced abseilers, the men took about four minutes each to reach the ground. Their efforts added to the Hong Kong Kidney Patients Trust Fund, to which they donated 500,000 Hong Kong dollars.

Sgt "Buck" Buckingham





# People in the News



## Debbie steals the thunder

HMS THUNDERER, home of the Royal Naval Engineering College, can no longer claim a man-only tag. Now it's a unisex establishment.

For a young WRNS officer has successfully broken into the all-male domain of engineering at the College and has emerged as its first graduate engineering officer.

Debbie Heesom, now a Third Officer, graduated with an upper second class honours degree which was presented to her by the First Sea Lord, Admiral Sir William Staveley.

Debbie left the College clutching her degree and ready to make wedding plans with fellow student Sub-Lieut. Kevin Iles, whom she married soon after.

Now she's back at the College with her new name and renewed enthusiasm for a further six months study as an air engineering officer (AEO).

When she finishes this stint Debbie switches to HMS Daedalus, Hampshire, for still more training before taking up her first real job as an AEO with one of the naval air squadrons.

## Life-saver Caroline commended

A HEART attack victim whose heart stopped beating as he was being rushed to hospital, was saved by Caroline Feeney, 24, an Enrolled Nurse General in the Queen Alexandra's Royal Naval Nursing Service.



Nurse Feeney administered artificial respiration for 15 minutes as the man, a civilian employee at the Clyde Submarine Base, was lying in the back of the ambulance. The patient subsequently recovered and Nurse Feeney's prompt action has been commended by Vice-Admiral Sir Jock Slater, Flag Officer Scotland and Northern Ireland.

Part of the Commendation read: "That the patient survived is a tribute to the perseverance of Enrolled Nurse Feeney and it is almost certain that his life would not otherwise have been saved."

Currently serving at HMS Neptune, Nurse Feeney said modestly: "I was simply doing my job."



THIRD OFFICER DEBBIE HEESOM  
First WRNS officer to graduate as an engineer at the Royal Naval College.

## Island graves stay a mystery



ADMIRAL SIR JULIAN OSWALD  
Cemetery mystery at Comfortless Cove.

A MYSTERY surrounds the small Royal Naval cemetery dating back to the early 19th century at Comfortless Cove, Ascension Island.

No one knows for sure why it is there, but most probably the few grave-stones, inscribed with the names of HM warships Bonetta, Trident and Archer, mark the resting-places of sailors who died in the ships as they sailed past the Atlantic island.

The little cemetery has few visitors, but a recent one was the Commander-in-Chief Fleet, Admiral Sir Julian Oswald.

He was visiting Ascension Island as one of Britain's three Joint Force Commanders to see progress during the tri-Service Command post exercise, Purple Venture, and to talk to staff in the Joint Force Headquarters.

## Snap answer

A COMPUTER programme to control merchant shipping in wartime has been snapped up by the Royal Navy.

Perseus is the brainchild of Lieut. Julian Stockwin, RNR, who admits to being self-taught in computer sciences.

Living in Hong Kong, he returned to the UK to collect an MBE and to complete a short attachment at the RN Maritime Control Faculty, Portsmouth.

In wartime the RN would be responsible for a mass of merchant shipping, but the size of the task has always preoccupied planners. Now, with Perseus, they have an answer.

## BREWING UP TROUBLE!

COOKING up what could be a load of trouble, LCK Martin Sanderson gives his course officer, WO Alf Tupper, a few tips on how to smarten up his presentation act, while his brother, Graham, struggles to keep a straight face.

Both submariners, the lads were celebrating the completion of their leadership course at HMS Arthur.

Currently Graham serves in HMS Trenchant and has clocked 12 years' naval service, while Martin serves in HMS Onyx and has a bit of catching up to do with seven years' service.

## Take-off time for David

A PROUD first for CPO David Peplow who is the first rating to transfer to the newly-formed Aircraft Controllers Branch.

He was presented with his new AC badge by Capt. Chris Craig, CO of HMS Osprey.

### NEW

Now David has taken up the role as an aircraft controller at RNAS Portland.

But while he's the first in post, others have been taking a three-week assistant ATCs course with the Trade Training Flight at RAF Shawbury and are now at various naval air stations to gain first-hand aircraft experience before taking up sea-going posts handling helicopter movements.



CAPT. CHRIS CRAIG, CPO DAVID PELOW.

● WHEN a steam leak in HMS Phoebe threatened to become a total steam failure, POMEM(M) "Ginge" Hewitson kept his cool and directed his engine room watch in controlling the situation.  
● Now "Ginge" has received a Commander-in-Chief Fleet's Commendation from Admiral Sir Julian Oswald marking his initiative.

## WINDY WELCOME

WHEN the men of HMS Resolution and the Royal Scots Dragoon Guards — the

boat's affiliated regiment — get together bagpipes are never far away.



DAVID SALLOW, JOHN BRUCE: old pals.

Specially when old pals Coxswain (port) David Sallow and Pipe Major John Bruce meet up. Then it's a real blow-out.

For the pair joined the Navy together at HMS Ganges together in 1965, but John Bruce switched to the Royal Marines and five years later to the Army.

Their latest get-together was at the Clyde submarine base where John visited the boat complete with pipes.

## When his ship was torpedoed... so was his future peace of mind

Leading Seaman R.....t H.....n served right through the war. He was torpedoed in the Atlantic and suffered from exposure. He served in Landing craft, and his home received a direct hit from a bomb while he was there on leave.

In 1945 his mind could take no more, and he spent the next 25 years in and out of mental hospitals. He now lives with us.

Sailors, Soldiers and Airmen still risk mental breakdown in serving their country. However brave they may be, the strains are sometimes unbearable.

We care for these gallant men and women, at home and in hospital. We run our own Convalescent Homes, a Hostel for the younger homeless who can still work, and a Veterans' Home for the ageing warriors who are no longer able to look after themselves. We also assist people like R.....t H.....n at Pensions Tribunals, ensuring that they receive all that is their due.

These men and women have sacrificed their minds in service. To help them, we must have funds. Please send a donation and, perhaps, remember us with a legacy. The debt is owed by all of us.

"They've given more than they could — please give as much as you can"

To protect those concerned, this is an amalgam of several such case histories of Patients in our care.

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# Second film on stress

A VIDEO entitled "Battle Stress" was issued to increase awareness and provoke discussion about the stress of battle. With it was an instructional booklet designed to assist instructors and divisional officers to facilitate discussion after viewing of the video.

Feedback has shown there is need for more positive advice on the management of Servicemen suffering from the aftermath of catastrophes, says an announcement, and now another film is being produced.

Meanwhile more notes have been issued for use with the first video. These say that following combat or major accident the immediate need is to restore the physical environment and to limit the damage to men and equipment.

## Priority

"Saving the ship and preserving life and limb has to be given priority and the emotional needs of those involved, be they survivors or rescuers, are frequently overlooked."

The notes say there are many forms of adjustment reaction, ranging from a normal grief reaction to an entity known as post traumatic stress disorder.

An overall fall in performance might be the first indication to superiors of the existence of unreported symptoms.

"The condition may emerge years after the disaster and the true cause is then frequently unrecognised. There is no correlation between the psychiatric symptoms, the severity of the sufferer's own injury or the degree of involvement in the disaster. On the contrary, it often appears that those who are uninjured or

only peripherally involved are at most risk."

Leaders should be specially vigilant if their men have been involved in the Falklands conflict or a peacetime disaster. "The more out of character the deterioration of an individual's performance, the greater the likelihood of a

specific cause of this type." Handling of the problem as close to "coal face" as possible — preferably within the Divisional system — is advocated. But should long-term symptoms develop, then medical assistance, usually from a psychiatrist, is required.

DCI(RN) 237



# MN deck officers may be recruited

TO HELP alleviate the current shortage of mid-seniority Seaman officers (particularly specialist warfare and navigation officers), the Admiralty Board has approved the introduction of special

arrangements for the recruitment into the Seaman Specialization of ex-Merchant Navy deck officers who possess Department of Transport navigation qualifications.

Possession of these qualifications is expected to expedite the award of a bridge watch-keeping certificate.

Total annual entry via the scheme will be small and is unlikely to exceed ten a year. Successful candidates will be required to pass the Admiralty Interview Board and will be offered an eight year Short Career Commission. They will have to waive the normal five-year break point, since an essential purpose of the scheme is to ensure that the entrant completes two full appointments once he has joined the trained strength.

Normal maximum age on entry will be 27½, although recruits having exceptional potential may be recruited to age 30.

The training pattern is detailed in the announcement which says that the scheme, which is subject to a number of limitations, will be closely monitored.

DCI(RN) 228

## New helmet . . .

A COMBAT helmet known as GS Mark 6, being introduced into RN service, is designed to cover more of the head and provide better ballistic cover than the steel variety.

It is a close-fitting helmet with body shell of impregnated nylon laminate, and is compatible for wear with equipment such as radio headsets and earmuffs. It can also be used with personal weapons, sighting and fire control systems. Four sizes are available.

DCI(RN) 240

## . . . and bag

A NEW fire retardant sleeping bag is being introduced for men in all HM ships and submarines.

During development work the Stores and Clothing Research and Development Establishment conducted Fleet trials in a representative selection of vessels.

DCI(RN) 238

## Fund members

ABOUT 90 per cent of all eligible personnel were members of the RN and RM Officers' Dependents' Fund at July 31, 1987. In the equivalent fund for ratings and RM other ranks, total membership represented about 97 per cent of those eligible.

Subscriptions remain unchanged at £2.40 for officers and £1.80 for ratings. The grant was raised from £2,000 to £2,300 on April 1, 1987, and this figure is due for review at the next meeting of the Trustees.

DCI(RN) 216

AIM of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

# Get Wise on DCIs

# NEW MOVES

## Furniture system changes

A NEW system of moving Servicemen's furniture in the UK generally replaces the old three-tender method with a scheme where nominated contractors carry out the work. "MOD contracts will be arranged with selected, reputable removal contractors," says the announcement.

Introduction of the new scheme follows successful trials conducted at Rosyth since September last year.

Saying that the new scheme simplifies former arrange-



"You want me to load that and trek where . . .?"

ments, the announcement lists advantages as:

- There is no requirement for the claimant to obtain tenders.
- Cubic capacity restrictions are removed except that the exceptional items listed in BR continue to be the responsibility of the individual.

- The contractor will make a pre-move visit to assess the amount of furniture to be moved and will provide labour and materials necessary for packing and to ensure that furniture and effects are adequately protected and secured in transit.

- Any loss or damage (including damage to premises) which occurs during packing or unpacking, loading or unloading, in store or in transit will be the liability of the contractor.

- Insurance to the value of £25,000 will be provided by the contractor to cover the repair or replacement of normal household furniture and effects moved at public expense that are damaged or lost, although the policy is not required to

cover exceptional items such as antiques, valuable paintings and jewellery, nor any items not entitled to be removed at public expense.

Individuals are responsible for insuring exceptional items and balance of furniture over £25,000. In some instances insurance may already be available within normal household contents insurance policies.

## Manager

- All work is to be carried out to the satisfaction of the designated officer — the Supply or Imprest Officer ashore — selected to manage the move.

The scheme covers England, Scotland and Wales, but removals from Northern Ireland will be covered by the Army using their Service Contract System contractor.

Despite introduction of the new scheme, people who wish to make private arrangements using self-drive hire vehicles, or the three-tender system, may

continue to do so within the present cubic capacity limitations. But no advances will be given, and costs incurred will only be refundable up to the cost of a removal under Service Contract System or the actual cost of the removal, whichever is the lower.

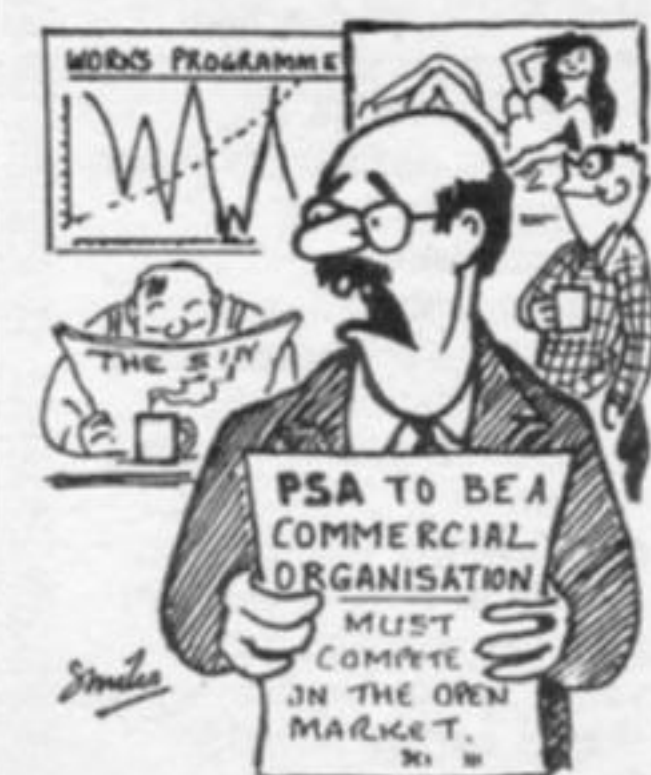
Where an SCS contractor is not available or is unable to carry out the move, individuals may revert to the three-tender system without the cubic capacity limitations. In this case advances may be given and the full costs within the present regulations will be refunded, subject to proportional refunds on distance if appropriate.

The announcement, which lists the 12 main naval areas and designated officers for the new scheme, stresses that its introduction does not change eligibility regulations for payment of Disturbance Allowance and Removal Expenses — only the method of moving furniture has changed.

DCI(RN) 242

# Agency goes commercial

CHANGES are to take place in the role of the Property Services Agency



"Find a dictionary, somebody, and look up 'commercial' . . ."

and its relationship with other Government departments, including MOD. These reflect the Government's intention that PSA should become a commercial organisation whose services will be available to Government departments, in most cases in competition with others in the open market.

This month the PSA will transfer to MOD responsibility for the management of the Defence Estate, and between now and early 1990 many PSA staff will be transferred in by stages.

An announcement says that by April 1, 1990 Government departments, including MOD, will be "untied" from the PSA for all works services. At present, under arrangements introduced in April this year,

Government departments are already "untied" for major civil works.

The intention is that from April 1, 1990 PSA will be reorganised on commercial lines and, by 1993, will be operating as a trading fund.

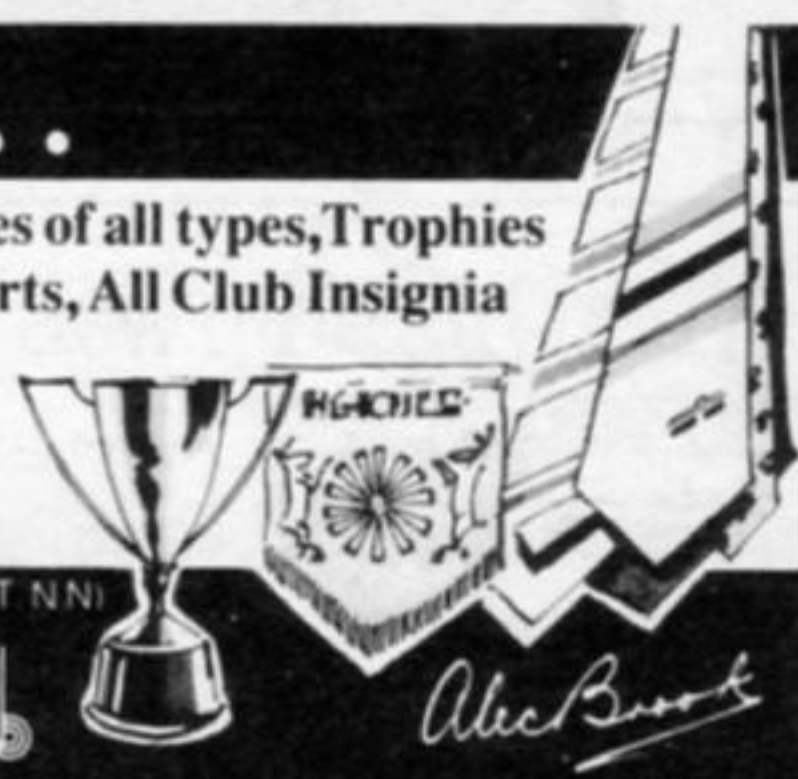
DCI(Gen) 111

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**PURRRFECT!**

That's how it was when the cats met the mice

ROYAL Navy pilots, often involved in the cat and mouse activities linked with sea exercises, Russian ships and aircraft, became associated with the East-West relations thaw which continued at this year's Farnborough International Air Show.

The Navy staged an impressive 16-aircraft integrated display before large daily crowds at the show, where there was great interest in the Russian presence which included two MiG-29 (Fulcrum) aircraft which had flown in from the East.

At the end of an eve-of-show briefing, MiG chief test pilot Valery Menitsky was presented with a framed photograph of a Sea Harrier by Cdr. Scott Lidbetter, 899 Squadron's commanding officer, and signed by squadron members. In return the Russian produced signed photographs of the MiG-29 for each of the Sea Harrier team.

At the end of the week-long show two of the Sea Harriers provided a friendly farewell escort to the two Soviet fighters over Farnborough before they left for the East.

In a splendid Farnborough display the Fleet Air Arm showed off all its key aircraft types in one formation.



■ GLASNOST at Farnborough as Cdr. Scott Lidbetter, commanding officer of 899 Squadron, exchanges mementos with visiting Soviet MiG-29 (Fulcrum) pilots. Here he presents MiG-29 chief test pilot Valery Menitsky with a framed picture of a Sea Harrier. On the right is Lieut. Alistair McLaren, the first Western fighter pilot to sit in the MiG-29 cockpit.



This involved operational pilots and aircrew from seven squadrons, and culminated in a fly-past of the 16 Sea Harriers

and helicopters. Representing RN air station Yeovilton were six Sea Harriers from 899 Squadron and a Sea

# HARMONY AT FARNBOROUGH

## GLASNOST TIME FOR NAVY FLYERS

King HC4 of 707 Squadron.

From Culdrose came four Gazelle HT2s of the Sharks display team (705 Squadron) and three Sea Kings — an AEW2 (airborne early warning) of 849; an HAS5 (anti-submarine) of 706; and an HAR5 (search and rescue) of 771. From Portland came two Lynx HAS3 of 829 Squadron.

Among the many civilian

and military aircraft demonstrated, and making its public flying debut in a pre-production version, was the EH101 helicopter, now being developed jointly by Britain and Italy.

There are three primary variants — naval, military (utility) and commercial — and when it enters service with the Royal Navy in the early 1990s will be known as the Merlin.

■ Pictured left: three Sea

Harriers of 899 Squadron prepare for a formation take-off during the Navy's display at Farnborough while four Sea Kings flanked by two Lynx flare into the hover. Meanwhile, four Gazelles of the Sharks display team (705 Squadron) join in, two of them streaming display smoke. Beyond the runway is the massive shape of the Russian Antonov An-124 heavy lift transport aircraft.

## MORE DCIs

# Rule change for Careers entry

A CHANGE of rules means that warrant officers and chief petty officers who have been selected for, and accepted, a Second Open Engagement will be eligible for early release from 2OE in order to join the Naval Careers Service, provided they meet the other conditions of entry.

The new arrangements are: Applications from CPOs, whether or not they have transferred to 2OE, will be considered providing they have not more than two years and not less than one year to serve to complete their 22-year engagement; applications from WOs will be considered providing they have not more than two years and not less than one year to serve to complete 27 years.

Transfers will not normally take place before completion of 22 and 27 years respectively. Ratings selected for the Careers Service will cease to be subject to 2OE terms of service, including eligibility for promotion under 2OE rules, from date of transfer. There will be no reserved rights. Ratings not selected will remain subject to 2OE terms of service.

DCI(RN) 217

VOLUNTEERS from RN and WRNS junior ratings of any branch or category, and Royal Marines of any SQ, are required to provide much needed assistance to the Naval Careers Service during 1989. Exceptionally, senior rates RN and



"Have you tried DQs? Might be some talent there...?"

WRNS and SNCOs Royal Marines under the age of 30 may volunteer and be accepted for the four attachments throughout next year which last about three months each.

Volunteers will be considered from HM ships in home waters or refitting in UK ports, Service establishments and RM units. No reliefs will be provided.

It is becoming increasingly difficult to spare ratings, particularly senior ratings, for the full three months, says an announcement, so shorter periods of attachments are also possible and welcome.

Areas involved are listed and, where possible, personnel selected will serve at RN and RM Careers Information Offices in, or near cities and towns, where they live.

DCI(RN) 229

## Release charge

THE standard charge payable by RN and RM recruits aged 17½ and over who claim their discharge under the early release provisions of QRRN are increased to £105.

The lower charge for artificer apprentice recruits, probationary medical technicians and probationary communication technicians aged 17½ and over who claim discharge under the same provisions remains at £75.

DCI(RN) 25

## Complex study

A PROJECT has been set up in the Sea Systems Controllerate to investigate the use of life cycle costs in procurement decision-making for ships and submarines, and to develop appropriate procedures and processes. Consultancy support is being sought.

The investigation is complex, says an announcement, and a usable system is unlikely for two years.

The consultants will need to visit a number of MOD departments associated with the procurement, support and operation of warships.

DCI(Gen) 97

## Nurses' prize

THE Ruth Carter Prize for nurses for 1987-88 has been awarded to EN(G) T. J. Miller.

The award goes to a nurse rating (male or female) judged to have made a notable contribution towards nursing and patient care in the Royal Navy, with special emphasis on research to improve management or techniques in wards and sick bays ashore or afloat.

Recommendations for the 1988-89 award should be forwarded to the Director Naval Nursing Services not later than March 31, 1989.

DCI(RN) 218

## Resettlement

RESETTLEMENT briefings and courses covering a wide field, and being held in many locations, are listed for the 1988-89 year.

DCI(JS) 81

## Baggage claims

THERE is a reminder on the correct procedure for compensation claims for damage to baggage conveyed on RAF or charter aircraft when a Joint Services flight ticket has been issued.

DCI(Gen) 112

## Pet subject

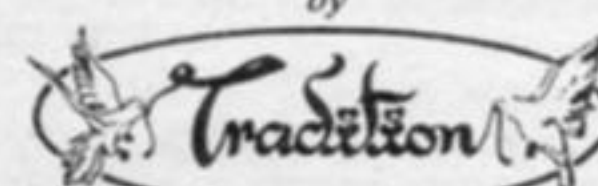
ALL personnel should be aware of the importance of making proper arrangements for the importation into the UK of pet animals from overseas, says an announcement.

For cats, dogs and some other animals the regulations normally require detention and isolation at approved quarantine premises for six calendar months.

DCI(Gen) 113

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# ROWNER'S NEW-LOOK RECREATION

NAVAL wives are providing the focus for a project designed to promote a new approach to recreation — with activities in the scheme's first year being centred on Rowner.

Action Sport — a three-year venture funded jointly by the Sports Council and Hampshire County Council — represents a change of direction for council leisure services. Instead of providing activities which people may choose to attend if they wish (at a cost of course), Action Sport Development Officer Simon Lister is meeting people on the Rowner estate, discovering what facilities they want, and then aiming to provide them.

"The scheme is trying to change people's expectations," said Simon. "I hope that the name Action Sport won't put people off. It perhaps conjures up pictures of people running round in tracksuits all the time, but we are aiming for something much wider than that. It is really all about just having a go at things — taking part — getting out of the house — allowing women to have a break from their children."

The breadth of approach was particularly in evidence at a recreation day held at Bridge-mary Community School just prior to the scheme's official

launch. A free minibus service operated from several pick-up points and participants were able to choose from activities as diverse as yoga, machine knitting, jazz dance, cake icing, self-defence, indoor bowls, pottery, and aerobics.

## Spirit

Although so far Action Sport has been catering predominantly for naval wives, and Simon has been liaising with Naval Community Officer, Mr Peter Crossley, a subsidiary aim is to help to forge a better spirit on the estate as a whole — providing opportunities for naval and council tenants and people who own their own homes on the estate to meet in a lively social atmosphere.

Simon, previously assistant manager at a sports centre in York, has been pleased by the



Mums and youngsters flexed muscles they hardly knew they had, when the aerobics sessions started up at Siskin Junior School.

response to the scheme so far. Aerobics and swimming held at Siskin Junior School have been the first ventures, with much of the "style" of the sessions dictated by the participants.

After talking to women on the estate it became clear that they considered some of the other aerobics classes in the area to be too costly, at the wrong time, and with insufficient provision for children. Action Sport has organised the Tuesday sessions from 6-7.30pm by popular request (i.e. after tea-time and before children have to go to bed), at a cost of only 30p a session, and with Action Sport employees taking charge of a free creche. Older children are encouraged to join in the activity.

## Obstacle

Weather has proved something of an obstacle to swimming, because the pool at the school is an outdoor one, but a new mothers-and-toddlers swimming session is starting at Rowner recreation centre's indoor pool on October 6. There will be weekly Thursday morning meetings from 11.30-12.30.

Action Sport is providing a subsidy so that again the cost will be only 30p. Toddlers can swim free with their Mums.

## Weekly

A weekly women's recreation morning opened up on Tuesday, September 20 at Brune Park School's Youth Wing, offering aerobics from 9.45-10.45 (50p) and/or modern dance from 10.45-noon (60p), with again a free creche being provided.

The scheme also has older residents in mind. A 50-plus group has begun weekly meetings — on Wednesdays, from 10.30-11.30 at Brune Park School. Refreshments will be available and activities include table tennis, mini-snooker, darts, and keep fit.

Anyone wanting further details of Action Sport — or who would like to chat to Simon Lister about their ideas on recreation — should write to him c/o Brune Park School, Military Road, Gosport, or contact him by phone at the school (Gosport 510490).

## Children jump for joy

AUTUMN it may be, more or less, but youngsters had a special spring in their step at the naval estate in Paulsgrove, Portsmouth, during the school holidays — the one-day hiring of a giant inflatable "bouncer" proved so popular that plans were made to repeat the exercise just before term began.

Children flocked to the area near Browning Avenue park on the first occasion, to try their skill at staying upright on the bouncy surface, and the change of scene proved almost as enjoyable for the volunteer supervisors as it did for their young charges — especially as the weather proved favourable.

Naval Family Services worker, Mr. Noel Buckley, and Mrs. J. Carney wish to express a big "thank you" to all those helpers who made the venture so successful.

## METRO DRAW

DRIVING ambition could be fulfilled for three people on November 2 — the winners of a draw organised by the Soldiers', Sailors' and Airmen's Families Association will be handed the keys to Metro City cars.

More than 50 other prizes — including a Pontiac holiday, a slap-up dinner for four at London's Berkeley Hotel, and a video recorder — are on offer, but the three cars are expected to be the greatest incentive for buying tickets.

Already sales are progressing well, but books of four or ten tickets each are still available from SSAFA, Dept. NL, PO Box 5, London SW1H 9HP, or from SSAFA branches and committees.

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LOVE BEAR.

## Why not take a bargain break?

LONDON mini-breaks and Christmas "packages" are being offered by the Union Jack Club — this year with the added luxury of en-suite facilities available with some rooms.

Mini-breaks can be taken on two consecutive nights in any week from Sunday to Thursday between December 1 and February 28, apart from the Christmas period. Examples from the price range include: Double room (en suite bath and WC), £14.50 per person per night; single room (en suite shower and WC), £15; family suites at a total cost of £38 a night. These family suites comprise a twin-bedded room, a small room with bunk beds for two children, and en suite bath and WC.

On all mini-breaks, full English breakfast is included in the price.

The Christmas package covers five nights from December 23 to 28 (or lesser periods by arrangement) and includes breakfasts, Christmas dinner and buffet supper on December 25, and a buffet on December 26. Price examples for the full six days (for serving members and elected ex-Service members) include: Single room with private shower/WC, £97; double room with hand-basin, £157; double room with private bath/WC, £190. Family suites, £216.

In each case the price for temporary honorary members, including officers, is slightly higher. Charge for children under 13 is £38 for the Christmas package, although there is no charge for those under three when sharing parents' room.

Further details of the offers can be obtained from the Union Jack Club, Sandell Street, Waterloo, London SE1 8UJ (Telephone: 01-928-6401).

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## Fancy seeing you here!

DON'T I know you? Brother and sister, Mark and Debbie Neil, met up 8,000 miles away from the family home in Devon when their career paths converged in the Falkland Islands.

LMEM Mark (26) is serving

in HMS Danae, which has been on station in the South Atlantic, and Debbie, a 27-year-old RAF Flight Lieutenant, is currently spending a few months teaching at the Islands' Mount Pleasant education centre.

The pair, pictured on the Danae during an open day at the end of her Falklands tour, have a younger sister, Melanie, who is a Wren Radar at HMS Osprey. Their dad, Mr Arthur Neil, served in the Navy as a teenager, shortly after the War.



# Home help — with a difference

NO NEWS is good news, or so the saying goes — but life is not quite as simple as that, as the Naval Family Service is well aware.

The saying holds true, since the section is a highly successful one in providing assistance, but NFS — which operates under the umbrella of the Naval Personal and Family Service — seldom hits the headlines although its main concern is with what could be called bad news: people's problems.

East region's Naval Family Service, based at HMS Nelson in Portsmouth, has a much larger area to cover than the North or West regions, with responsibility for some 30,000 families, including more than 600 in Hong Kong and Gibraltar.

Area Officer, Mr. John Donovan, explained that the unit is concerned with two very broad areas — case work and prevention.

## Qualified

A wide range of personal or family problems come under the auspices of the NFS and are dealt with by its well trained staff — 21 of them in the East region, and 59 nationally. Financial difficulties, bereavement, sickness, stress, depression and physical and/or sexual abuse are among the problems encountered.

"Anonymity and complete confidentiality are, of course, essential," said John, "so all the social workers wear civilian clothing. Within the NFS we also liaise very closely with other civilian social workers who may have had contacts with individuals or families before we are brought in."

## Crisis

Unfortunately, the Naval Family Service does not always hear of problems until they have reached crisis proportions, but it is aiming to break down barriers by becoming involved in community initiatives such as the Well Baby Clinic at Eastney. This monthly session is run jointly by a local health visitor and an NFS social worker who is usually on hand for anyone who wants to talk through a difficulty (or worry) with a caring outsider.

"We consider prevention to be a very important part of our work," said John. "We want to enable people to take responsibility for running activities they believe are important to the quality of their own lives, to help them realise that they can support themselves and use their own growing abilities."

"We want to break down the myths about social workers wanting to be dominant, over-directive and unapproachable. Although we are part of a controlled system we aim to become part of the community and want to be seen as normal people with skills to offer."

The management team at the Portsmouth NFS is made up of

John Donovan, his deputy, and two team managers, who aim to create the right climate and environment for the social workers to be effective.

## Isolated

Although the social workers in Hong Kong and Gibraltar, each with some 300 naval families under their care, are — obviously — isolated, daily signals pass between HMS Nelson and the foreign bases so that the distance does not seem as much as it might. Lisbon and Naples, with smaller naval communities, do not have their own social workers, but there is a UK support unit in each place and liaison with John Donovan and his team is still strong.

One of the misconceptions the NFS is trying to overcome is that it is "only for wives" — it deals with mums, dads, children, grandparents; anyone from the naval community who needs its help. Admittedly one of the first contacts a family moving into a new area may experience is with someone from the Naval Wives' Service, but that is just one area of operation.

As John Donovan put it: "We have two clients — naval command and naval families and individuals. Almost without exception we feel that because the relationship is so good we satisfy both." This news — surely — is good news!

● An article on the Naval Wives' Service in the Portsmouth area is planned for the Family Life section of December's Navy News.

## STEPPING IN THE RIGHT DIRECTION

MOTHER and daughter teamed up to take part in a mountain orienteering marathon in the Lake District.

LWren Vicky Caldicott-Barr (HMS Daedalus), who joined the Service last year, comes from a sporting family. Her father and brother are both runners, and mother Sue is also a keen competitor, although it was the first time she had teamed up with her daughter.

The pair plan to take to the hills again this month, to run the Karimore mountain marathon.

Picture: CPOWren (Phot) K. M. Todd.

## School keeps Fleet links to the fore

ALTHOUGH only about a third of its pupils now come from naval families, the Royal Naval School for Girls at Haslemere in Surrey is maintaining close links with the Service — the badges of more than 100 Fleet units are to be displayed in a new building due for completion late in 1989.

Work has begun on the project — a new Sixth Form house and centre for advanced studies — where, in addition to accommodation for 60 girls, there will be a computer suite, multi-purpose lecture theatre, individual study/computer terminal areas, and common rooms.

## A dedicated duo

IT was a family affair when Commodore Frederick Goodson presented Long Service and Good Conduct Medals to husband and wife, Alan and Lesley Tomkins.

CPOWEA Alan is serving at HMS Collingwood, the Royal Navy Weapon Engineering School, and CPOWren WTR Lesley at HMS Centurion, the Pay and Records Centre. Lesley's medal goes with the BEM she received for her work on centralising the Royal Marines pay at HMS Centurion.

The LS and GC medals were awarded to the couple for each completing 15 years continuous very good service.



CPOWren WTR Lesley Tomkins



CPOWEA Alan Tomkins

## Bob's Beat Retreat

OILING the administrative wheels of the Naval Family Service and troubleshooting for the section had become second nature to Lieut.-Cdr. Bob Hopson-Hill, Deputy Area Officer (Family Services) at Portsmouth — but his retirement after 15 years with the naval welfare service will give him more time to pursue other interests.

Lieut.-Cdr. Hopson-Hill, who holds the MBE, joined the Navy in 1940 and served in several ships during the war, including — during the Malta convoys — the "pepperpot" HMS Penelope. On leaving the Service in 1973 he joined what was then the Family Welfare service, becoming deputy family welfare officer in 1977.

That year saw the change over to Family Services and the start of recruitment for social workers. A year-long interregnum between the departure of one Area Officer and the appointment of the present AO, John Donovan, saw Bob Hopson-Hill at the helm from 1980-81.

Travel is one of his plans for retirement. His wife, Betty, at present deputy head of a local comprehensive school, is hoping to retire at Christmas, and the couple are planning a six-to-eight-week trip abroad next year — visiting their youngest daughter, Penny, who works for the British Embassy in Seoul, Korea, and some cousins of Bob in Canada who they have never met.

When in retirement Bob is hoping to play some golf and he will also be continuing his interest in Portsmouth's Kingston Prison where he sits on a local review committee for the parole board of the "lifer" inmates.



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"I bet the signals they got were for different teamwork exercises to the one we did!"

## NEWSVIEW

### Reservist Wrens test the water

THE question of women at sea again surfaces with the participation of a dozen UK Reservist Wrens in this autumn's Teamwork 88 exercise.

Firm, if varying, views are heard on whether there should be a role at sea for naval women, but this latest development provides new impetus to the argument in what seem changing times. A modest experiment in a huge exercise involved a dozen WRNR members serving alongside RNR male colleagues in half a dozen chartered merchant ships.

Successes — or problems if any — will presumably be carefully assessed in a close look at the whole topic of women at sea at a time when the manpower pool from which the Services draw is dwindling.

Other countries have gone further over women at sea and sometimes made headlines, not always for the best of reasons. But the underlying question is whether circumstances are pointing towards sea time — not necessarily in warships — by members of the full-time WRNs.

Wrens have on rare occasions served afloat for specific tasks — the exception to the general rule — although older readers may recall service afloat by some wartime Wrens.

"Preparing to test delicate waters" was how one newspaper described the WRNR members at sea, claiming the Navy was "shy about going the way of the Danish, Dutch and US navies." A main problem was "the threat of a revolt by Navy wives, sensitive to the thought of their husbands going to sea in the company of other women."

Undoubtedly it remains an emotional subject, perhaps illogically so, but there would be practicalities to be tackled, like accommodation, discipline and service in combat spots. It will be interesting to see what, if anything, happens next.

### Caring tradition

DEDICATED disaster relief work by the Royal Navy, in the shape of HMS Active, following Caribbean devastation by Hurricane Gilbert, demonstrated the swift, cheerful and effective response which has become a Senior Service hallmark in these situations.

It reflects admirably on many aspects of the Service, not least the disaster exercise training provided by Portland and which, sadly, is often needed in real calamities.

## Director replies on allowances

WITH publication of the detailed rules following the recent wide-ranging Review of Allowances, no further major changes are now expected in the near future.

When outcome of the review first became known there was a variety of criticism and queries, including several letters in Navy News.

In the July edition it was stated that the Director of Naval Service Conditions would comment when the detailed rules had been written and approved. The response, now received, is as follows:

Underlying each of the four letters is the feeling that the author has been disadvantaged by the review.

When allowances are changed on a "no net cost" basis it is not possible for everyone to gain. However, as was made clear when the review was announced, the Navy *did* manage to get some extra money for allowances, which was put towards the Seagoers' Package.

Benefits for seagoers under the new package (Long Service at Sea Bonus and extra warrants) are at least comparable to previous sea-going allowances, and for many they are better. Don't forget that, when the new system has worked fully through its introductory state, those who spend most time at sea will receive even more in LSSB and will get extra warrants as well.

### Difficult decisions

Boarding School Allowance has been, for the Navy, about the most difficult subject in the review, and DNSC is very conscious that many parents have been left with some particularly difficult decisions. The announcement in mid-August, reflected on the front page of September's Navy News, has eased some of the problems but not all of them.

In the case of CCMEA(P) P. G. Parkin, from the information in his letter (September edition), declaring his family "stable" while his son finishes at Holbrook would appear now to be the answer. He should talk to his Unit Personnel Office if he has not already done so.

The new BSA rates (published by signal in early August) which will be effective from January 1989 are: £1,295 per term for children at senior schools; £1,070 per term for children at junior/prep schools.

These rates have also been criticised, sometimes unfairly. They are higher than was announced in May, because they have been

uprated in line with average increases in fees for the schools attended by most Service children.

The rate for senior schools will, in fact, increase twice during the 1988-89 academic year (to £1,255 for the September term, and £1,295 in January) although, of course, the parental contribution will make a difference for some. No one will receive less in cash terms than they did in September 1988.

The number of travel warrants for each category of person has also been a matter for much discussion and argument. There were many in Whitehall who thought that any leave travel

scheme was out-dated, so it was hard work to retain leave warrants at all. The new structure ensures that those on the lowest incomes and those at sea, get the most warrants.

Now that the detailed rules have been published, it is hoped that all further queries can be answered by UPOs and, if necessary, HMS Centurion. However, DDNSC (Pay) and his team in MOD will continue to take a very close interest in how the new system of allowances settles down.

Further major changes in the near future are most unlikely, but nothing is every *totally* immutable!



### NEW SEA KING ON TRIAL

NEW Sea King Mk 6 anti-submarine warfare helicopters are due to go into service with the Navy in 1989 — and the first (pictured foreground with a Mk 5) has been accepted by 824 Naval Air Squadron at HMS Gannet for evaluation and intensive trials. The

aircraft — which has enhanced performance from a solid state sonar system and improved communications system — is lighter than its predecessors and should prove more durable, seeing the Navy well into the 21st Century.

Picture: LA(Phot) Phil Ball



# BUBBLY BONUS FOR GULF SHIPS

SHIPS making up the Armilla Patrol in the Gulf since November 1986 are to share a £6,000 bonus and crates of champagne.

Both cash and bubbly have been donated by BP Shipping to celebrate the cease-fire between Iran and Iraq and to show "gratitude for the excellent support by the Armilla ships over the past 20 months."

Said BPS: "The Armilla has given peace of mind to both management and their ships knowing they were in such capable hands."

Now the 21 Royal Navy ships and the five RFAs will get a share of the money based on the number of berths per ship. But it will be one share only, even though HMS Andromeda and HMS Gloucester and the RFAs Tidespring and Olna have each completed two tours.

## Payout

The champagne, too, is not for everyone, but only for those ships currently comprising the patrol. The company is sending them a case each.

The cash payout: HM ships Andromeda, Hermione, Scylla, Charybdis and Jupiter £238 each; HMS Ariadne £263; HM ships Broadsword, Brazen and Battleaxe £269; HMS Cardiff £301; HM ships Beaver, London and Boxer £302; HM ships Nottingham, Exeter and Southampton £303; HM ships Gloucester, Edinburgh, York and Manchester £304; and HMS Active £198.

The five RFAs — Orangeleaf, Appleleaf, Brambleleaf, Tidespring and Olna — will share just over £500.



HMS Beaver, on Armilla Patrol, accompanies a BP tanker.



Members of the Stokers' Mess enter into the spirit of the light-hearted sponsored run for Sport Aid, held on board HMS Beaver in the Gulf of Oman.

## Fair wind for Chiddingfold

THE prospect of a good run ashore in Gibraltar faded when an engine failed in HMS Chiddingfold.

But PO(MW) Dickie Wardrope and LS (MW) Jim Fairbairn formed a rigging team and made a sail from an awning (picture, left) to get the ship to the Rock hours ahead of schedule so that the ship's company could have time ashore.

Heading for the Gulf to relieve her sister ship, HMS Dulverton, on Armilla Patrol, the Chiddingfold spent two days in Gibraltar for repairs before leaving with engines intact and sail stowed for Port Augusta, Sicily, and through the Suez Canal to arrive on station a day early.

## Plea

● An early-hours medical plea had a two-man Joint-Service team of the Armilla group swinging into action in the Gulf.

For Surgeon Lieut.-Cdr. John Ramage and Capt. Bernie Nuttall of the Royal Army Dental Corps, it meant transferring from HMS Charybdis to the 250,000-ton tanker British Resolution by Seairider in a heavy swell.

Urged on by watchers on the bridge of Charybdis, they made the stomach-churning journey to the side of the tanker, but climbing the dangling rope ladder was a feat in itself.

With cheers ringing out over the sea they made it to the deck and attended an injured man overnight before transferring him to hospital in Dubai.

As a token of thanks for their help they were each presented with a pair of BP overalls.

## Manchester 'thank you'

SOLDIERS from BAOR and airmen from Scotland were among guests when HMS Manchester, home-bound from the Gulf, stopped at Akrotiri and gave a party.

Principal among those on board was Maj. Gen. J. P. W. Friedberger, Commander British Forces, Cyprus.

For the men of the King's Regiment, based in Berlin, it was a special affair as the regiment is affiliated to the ship. For the flyers of the RAF's 208 Squadron, the invite was a "thank you" for using their Buccaneers as enemy aircraft in the ship's build-up before she left for the Gulf.

HMS BEAVER is claiming several records after her Armilla Patrol, from which she returned to Devonport last month.

She spent 18 consecutive days on front-line duty, "more than any other warship" and accompanied 74 entitled merchant ships through the Strait of Hormuz — "a record for a single patrol". Total tonnage was over 11 million.

After a brief four-month period in command, Capt. A. B. Gough has left the ship to take up his next appointment in command of another Type 22 frigate HMS Brave. This means that Capt. Gough will have commanded three Type 22 frigates in one calendar year — the other being the Broadsword.

Capt. Gough was relieved in command briefly by the first lieutenant, Lieut.-Cdr. G. P. Ewins, before Capt. Geoffrey Eades resumed command after his four-month stint as Senior Naval Officer Middle East.

Apart from her time spent as duty ship on Armilla Patrol, the Beaver was able to visit Bahrain, Dubai, Sharjah, and, before her return to UK, Mombasa, where some families flew out from home to join members of the ship's company.

As part of the Sport Aid fund-raising venture, the Beaver held a sponsored run around the decks in the Gulf of Oman and recorded it on video in the hope that it would feature in a BBC TV broadcast in September.

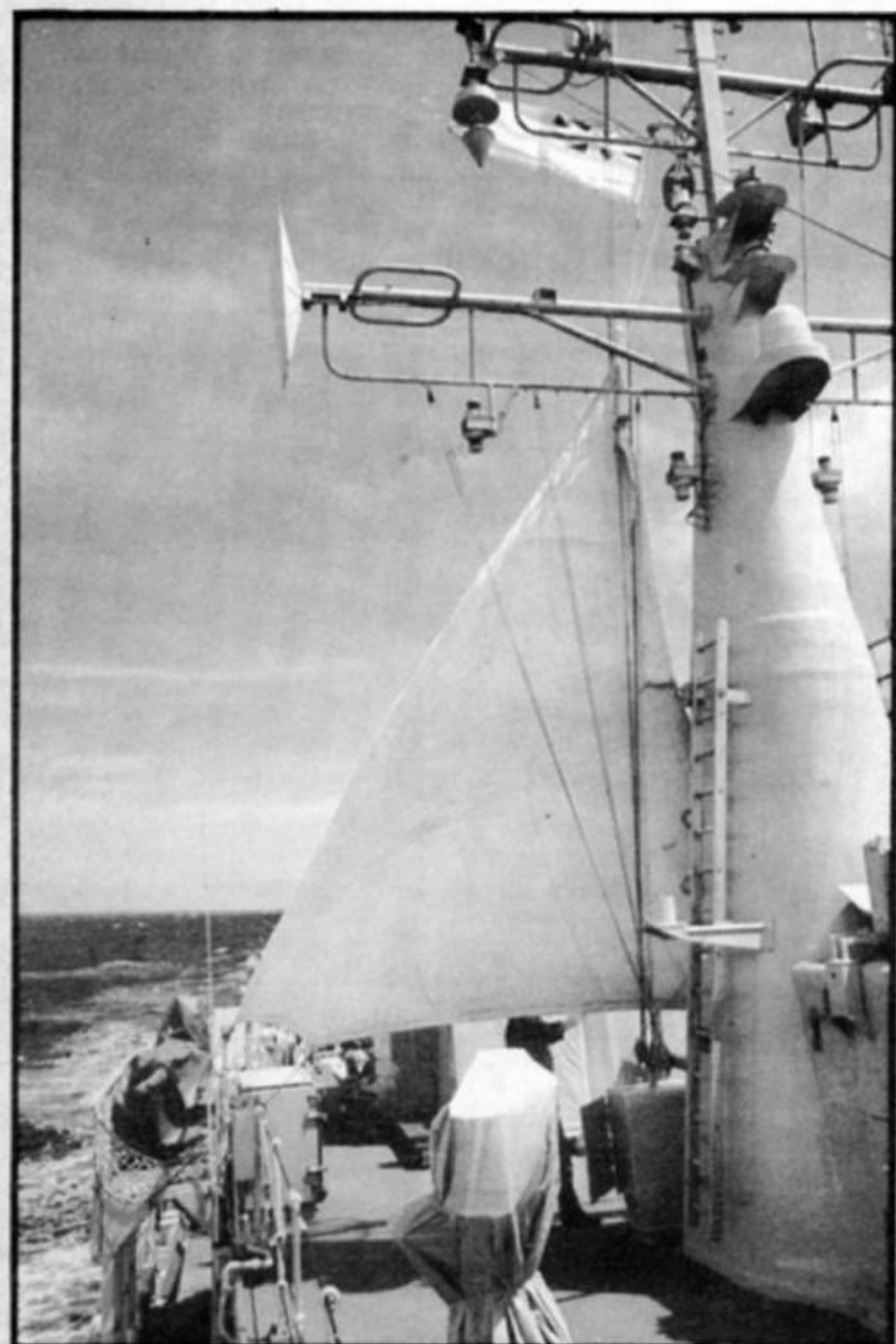
## HISTORIC VISIT TO KOS

RETURNING home after seven months in the Gulf, HMS Dulverton headed for a spot five miles off the Greek island of Kos to pay respects to the memory of 78 officers and men who died in the destroyer of the same name in 1943.

Following the short service the ship visited the island (see picture), where the company learned they were the first British warship to call at Kos in 26 years.

The wartime Dulverton was launched in 1941 as one of 72 Hunt class Type 2 destroyers.

After nearly two years of activity in the Mediterranean she was switched to the defence of Kos and Leros, but within a few days she was hit by German bombers and sank.





# YACHT SAILS AROUND



HER recent voyage to Australia for the Bicentennial notched up the Royal Yacht's sixth round-the-world deployment and put another 32,000 nautical miles on her clock.

HMY Britannia was built by John Brown's (Clydebank) Ltd. as a replacement for the 50-year-old Royal Yacht Victoria and Albert, which was no longer seaworthy.

Named and launched by the Queen at Clydebank in 1953, she has since taken part in scores of royal tours. Both abroad and in home waters, she has served as an official and private residence for the Queen and other members of the royal family.

The Yacht also participates in some naval exercises and carries out routine hydrographic tasks while at sea.

She hit the headlines in January 1986 when she helped in the rescue of hundreds of men, women and children from the beaches of war-torn Aden.

## Regal decorations

Commanded by Flag Officer Royal Yachts, Rear-Admiral John Garnier, she has a company of about 20 officers and 280 ratings when members of the royal family are embarked or when she undertakes a long ocean voyage.

Officers are normally appointed for two-year periods of duty and half the ratings on board are attached for similar

periods. The royal staff is attached for the same period. The hull of the yacht is painted blue above and white below with buff coloured bands. The royal staff is attached for the same period. Some of the furniture has been placed in the Queen and Duke of Edinburgh's quarters. The interior decoration is a general fitting-

# G'day Australia Britannia joins year-long party



HMY Britannia's latest circumnavigation of the world centred on the Queen's visit to Australia for the Bicentenary celebrations — but there were many other duties and diversions during the six-month deployment.

The schedule of events in Australia made it possible for the Yacht to undertake two other periods of royal duty on the way out, both of them to the west of Panama.

Furthering his conservation work, the Duke of Edinburgh embarked in the Yacht at Puerto Caldera, Costa Rica, for a tour of the Galapagos Islands, whose unique wildlife inspired Darwin's theory of evolution.

At the beginning of the tour the Yacht crossed the Equator and the opportunity to indulge in the traditional "crossing the line" ceremony was not missed.

## Tinsel Town

From the unspoilt, rugged beauty of the Galapagos, the Britannia made a fast passage to Long Beach, California, to support the week-long visit by the Duke and Duchess of York to the UK/ Los Angeles 1988 cultural festival.

During the week, two Sea Days were undertaken, during which business seminars were held in the royal apartments and senior British industrialists and businessmen had the opportunity to "sell UK Ltd" to their foreign

counterparts.

The Yacht's company sampled the spectacle of Los Angeles, in such stark contrast to the Galapagos vista, and took the opportunity to visit Disneyland, the Universal Pictures Movie Studios and Hollywood. Warm and generous American hospitality was conspicuous.

Next came the long passage across the Pacific, with calls for fuel and R. and R. at Hawaii, American Samoa and Tonga, before arrival in Sydney for a three-week self-maintenance period.

## Darling Harbour

Wives, fiancées and girlfriends of 38 members of the Yacht's company went out to Australia for this period, with most people being able to take a week's leave to explore.

The Bicentenary celebrations were in full-swing, with the year-long party well underway. But duty called and on completion of the maintenance period the Yacht sailed to Brisbane for the embarkation of the Queen, who opened Expo 88. This magnificent display on the bank of the Brisbane River is one of the focal points of the two-hundredth anniversary celebrations.

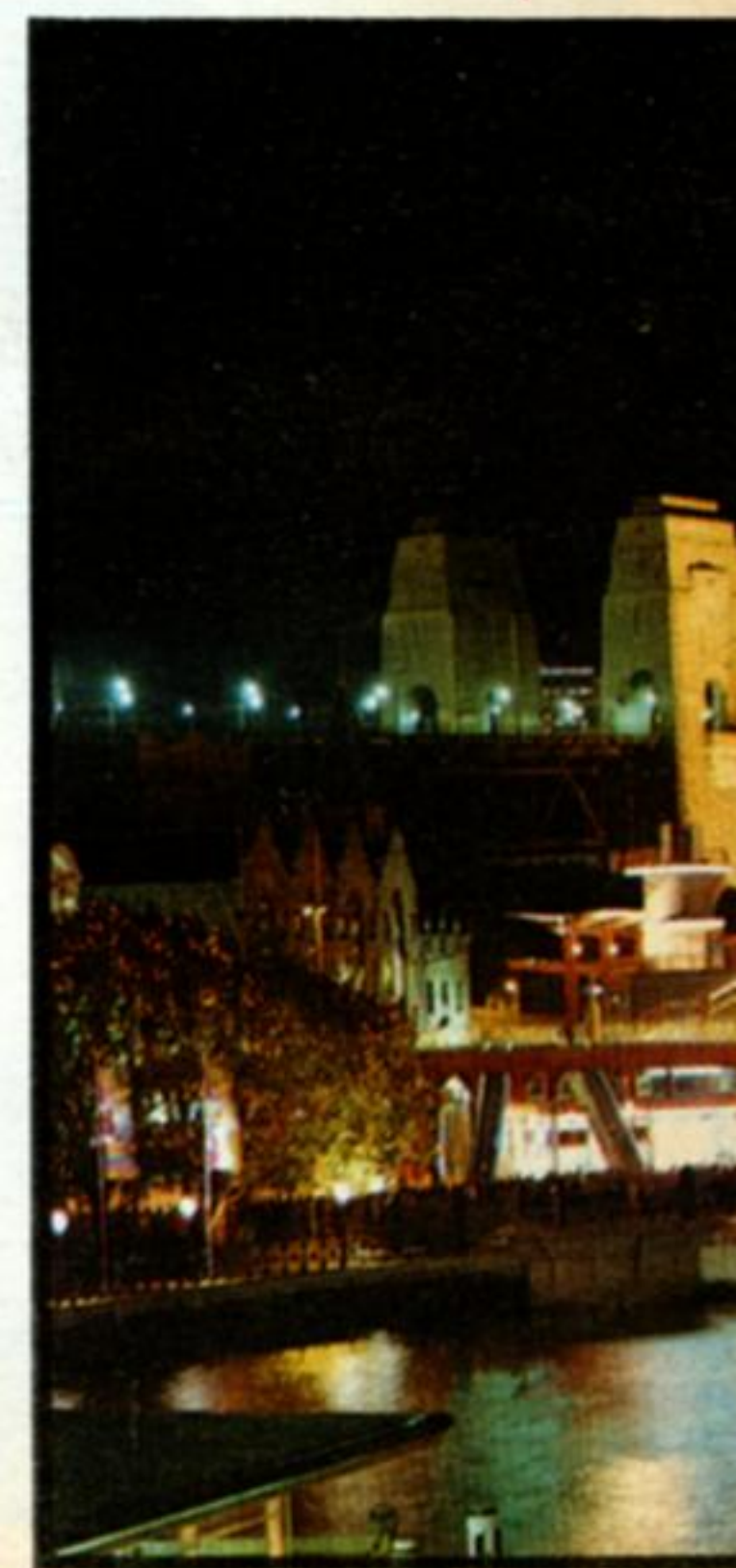
From Brisbane the Britannia sailed to Sydney and Newcastle with the Queen embarked, and the entry into Sydney was truly spectacular. With the sun shining and a flotilla of welcoming yachts and powerboats the Royal Yacht passed the Opera House and went under the famous Sydney Harbour Bridge to Darling Harbour, where the Queen opened a major renovation project.

TOP LEFT: The Royal Yachtsmen explored as much of Australia as time allowed. At least one found himself up a gum-tree, making friends with a koala.

CENTRE: Hawaii was one of the Britannia's fuelling stops in the Pacific. The island offered a warm welcome and a traditional lei to say "aloha".

BELOW LEFT: Hats off to the lock-keepers of the Panama Canal. Passage through the locks proved to be a very smooth operation, enabling the Yacht to transit from the Atlantic to the Pacific in just eight hours.

BELOW: It wasn't all sunshine and calm seas — The Royal Yacht encountered a hurricane off Bermuda and had to heave-to for a day.





# WORLD ON FOUR ROYAL MISSIONS

are permanent Yachtsmen and remain rest of their service careers. Britannia, which is 126m long, is royaled below. It is decorated with a gold pper deck. The upper works are white d funnel and masts. The royal coat of ow and the royal cipher on the stern. ments are aft on the weatherdecks and ccommodation is on the lower deck. iture from the Victoria and Albert has the royal and state apartments. The of Edinburgh took a personal interest in tions, the choice of furnishings and the t of the Royal Yacht.

## ins arty

owing the Queen's disembarkation at stle, the Royal Yacht began the passage o Portsmouth, calling at Cairns, Darwin, ore, Cochin and Aden before passing n the Suez Canal. Singapore became a rabbit run and the Britannia seemed to sit e of inches deeper in the water due to the r of dragon pots and Chinese elephants

n Suez a number of officers and Yachts- ere landed for the traditional run to Cairo e Pyramids. fourth period of royal duty involved tak- een Elizabeth The Queen Mother on a Sicily and southern Italy, with brief vis- Catania, Syracuse, Palermo, Salerno and

Queen Mother's tour coincided with the o Malta of four ships of the Outback 88 roup — HMS Ark Royal and Edinburgh FAs Olwen and Fort Grange. The Edin- with the Duke of York serving on board tchkeeping officer, detached from the to escort the Britannia. Duke was among those on the destroyer's deck helping to "man and cheer ship" a steampast off Capri.

n it was a fast passage home, with a short stop in Gibraltar. The trip had lasted ys — 100 of which were at sea — and d 32,000 nautical miles. Apart from the s of royal duty, there were numerous ights, plenty of runs ashore and sports es at every port. Indeed, the Britannia's House Harriers have run their way around world!



ABOVE: The Royal Yacht entered Sydney Harbour with the Queen embarked. The unmistakable outline of Sydney Opera House and the city's skyscrapers provided a spectacular backdrop. A flotilla of small craft welcomed the royal visitor, as did the sunshine.

**Pictures:**  
LA (Phot)  
Matt Wellings,  
HMY Britannia



BELOW: Sydney Harbour retained its character by night. With the Harbour Bridge floodlit in the background, the Royal Yacht berthed at Circular Quay.



LEFT: The Duke of Edinburgh, an outspoken champion of conservation, was embarked in the Yacht for a tour of the Galapagos Islands, whose unique wildlife inspired Charles Darwin.

There was a booby prize awaiting the bird-watchers on board, when these young boobies flew in to pay their respects.

The Britannia's next destination, California, could not have been in starker contrast.

TOP: The Yacht's Hash House Harriers dashed ashore when they could in a bid to run their way round the world. Here, they are ready for the off in Tonga.

ABOVE: There was mixed success for the Yacht's rugby team around the world, but the XV claimed never to have lost a third half!



# Ghoulis comedy raises a smile

Laughs outweigh thrills by four to one in this month's bunch of 16mm releases — although since the comedies take in such subjects as matricide, demonology and death in general, there may not be quite such an imbalance as the ratio suggests.

The most outrageous of the farces is *Beetlejuice*, which begins with the drowning of its hero and heroine, then follows them into an afterlife which seems to resemble one of the more obscure branches of the MOD, complete with its "Guidebook for the Recently Dead."

The film pulls a neat reversal of convention by showing the efforts of the two ghosts, who must spend the

next 100 years confined to their old house, to drive out the unpleasant family of humans who now live there. Their own efforts at haunting proving too genteel, they hire the dangerously unbalanced demon Beetlejuice to do the job for them.

## Unique

It's a strange film and in many ways a unique one, with Michael Keaton going



## Screen Scene

deliriously over the top as the gaga ghoul.

*Three Men and a Baby* is almost a single-joke film, and for 100 minutes manages to find any number of comic variations on the spectacle of three straight-arrow he-men having to play mother to a gurgling baby. Such chores as changing nappies, crooning lullabies and preparing gooey food become extremely comical when it's the likes of Tom Selleck doing the changing,

crooning, etc.

There's a makeweight sub-plot to do with drug smugglers, but the heart of the thing is the relationship announced in the title. It took a fortune at the box office.

Motherhood comes in even more outlandish form in Danny De Vito's *Throw Momma from the Train* in which the downtrodden Danny plots the demise of his foul-mouthed, tyrannical Ma, and manages to involve his

increasingly distraught English literature teacher in the scheme.

Anne Ramsay is marvelous as the appalling Momma. Unfortunately, she died in July and her film ability will be missed.

## Popular

Next, the still popular *Police Academy* series, of which number five has now rolled off the assembly line. Sub-titled *Assignment Miami Beach*, it features all the familiar characters — the guy who speaks in sound effects, the nutty gun enthusiast and so on — and aims to find amusing things for

them to do against a picturesque Florida background. Clearly, this academy is never going to close: number six is already in the works.

The snarl at the end of all these chuckles is *Stakeout*, a collection of punch-ups, shoot-outs and illegal break-ins plus an offbeat love story between a cop (Richard Dreyfuss) and the attractive suspect he is assigned to keep under surveillance.

The film is from the new-look, adult-orientated Disney studios and is indeed a most entertaining package.

BOB BAKER



## At Your Leisure



# A FORCEFUL TRIO

PATRICK Stephens Ltd has published three companion volumes examining the three forces. In *The Modern Royal Navy*, Paul Beaver describes the ships, aircraft and weapons systems currently in use by the third most powerful navy in the world. He also explains the command and control structure and the roles of the Fleet Air Arm, the Royal Marines, The Royal Naval Volunteer Reserve and the Royal Fleet Auxiliary.

*The Modern Royal Air Force* by Terry Gander takes a similar look into the workings of a service which has become a pillar of the military establishment despite its relatively short history.

The same author delves into *The Modern British Army* to describe all the regiments and corps and the formidable range of equipment, weapons and support facilities they have at their disposal.

Each of the books costs £4.99 paperback. — L.C.

□ □ □

Instant Wind Forecasting by

## In Brief

Alan Watts is a ready-reckoner for all who work or play outdoors — whether dinghy, coastal or offshore sailors, fishermen or motorboat owners, farmers or pilots. Published by Adlard Coles Ltd, the book costs £5.95 softback. It is illustrated with numerous colour photographs to help the student identify cloud formations and know what they augur — L.C.

□ □ □

In his new novel, *Silver Tower*, Dale Brown takes America's first limited nuclear war in space as his subject. The title refers to the first US permanent space station, and high technology is very much a feature. Published by Grafton it costs £11.95 hardback. — L.C.

□ □ □

In *Air Defence at Sea* Rear Admiral J. R. Hill addresses the wider strategic complications of the US maritime strategy and expanding Soviet naval

influence. Richard Hill's work stresses the importance of information gathering and denial and of layered defence. Priced £12 hardback, the book is published by Ian Allan Ltd. — L.C.

□ □ □

A relatively new but increasingly important defence capability is reviewed in Dr D. G. Kiely's *Naval Electronic Warfare*. Published by Brassey's at £9.95 softback, the book is volume five of a series of 12 volumes which explore the impact of modern technology on the size, shape and role of contemporary navies. — L.C.

□ □ □

*Vietnam at War, The History 1946-1975*, by Lieut-Gen. Philip B. Davidson, USA (retd) is described by Gen. William Westmoreland as "The most comprehensive and accurate volume yet published on the wars in Vietnam." The author was head of US military intelligence in Vietnam at the peak of the war. Published in hardback by Sidgwick and Jackson, the book is priced £16.95. — L.C.

□ □ □

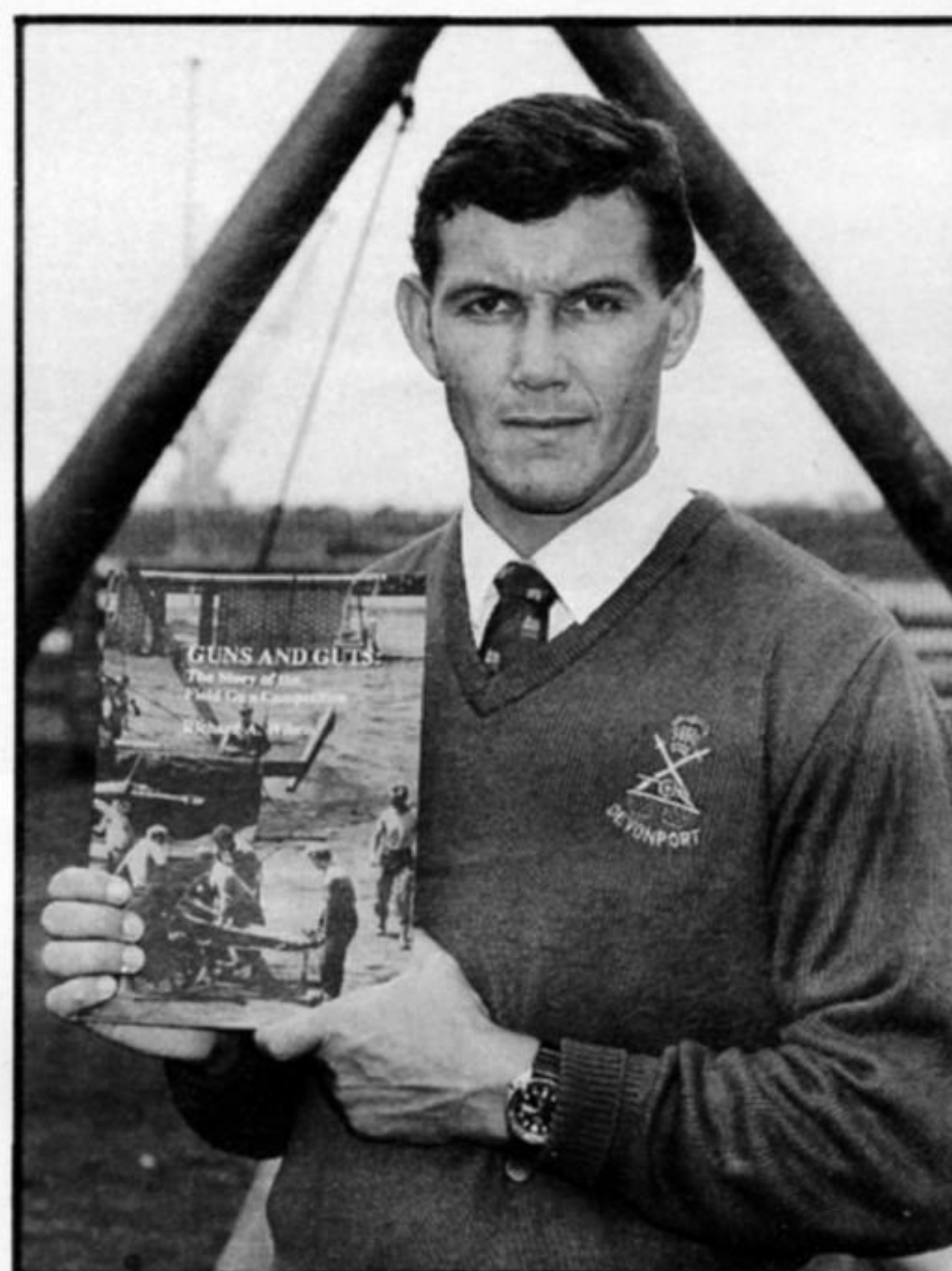
In his second novel, *Coastal*, Barry Coward tells an exciting story centred on an Australian coastal command squadron based in the West Country. Working on real events of the Second World War, he follows the fate of a Sunderland skipper, a leading Wren, a staffel-kapitan and a U-boat commander. Published by William Kimber, Cdr. Coward's book costs £10.50 hardback. — L.C.

□ □ □

Author John Wingate paints an authentic picture of modern naval warfare in a trilogy published by Sphere. The paperbacks *Frigate*, *Carrier* and *Submarine* are priced £3.50 each. — L.C.

□ □ □

Former merchant seaman Mr. John Slader chronicles hundreds of dramatic events, successes and grievous losses in *The Red Duster at War*, his history of the Merchant Navy during the Second World War. The book is published by William Kimber, price £15.50. — R.W.



## First booking for Richard

POMEM Richard Wilson was a member of field gun crews in 1982 and 1985 — and his interest in this highly physical activity turned to mental exertion when he decided it was time that a history of the subject should be written.

Richard, from HMS Raleigh, was encouraged in his research for his first book by his wife, Karen, and all the hard work has come to fruition with the publication of *Guns and Guts*.

The book — which traces the development of the Royal Naval Field Gun Competition — is a compelling story of endeavour, team work, naval history, and determination.

All NAAFI shops and certain branches of W. H. Smith Ltd. stock the book, which costs £5.50. Further information can be obtained by contacting PO Wilson at Benbow Division, HMS Raleigh.

## Memories are made of this

"AFRAID these letters have an awful lot of description but I thought if you could keep them for me, they might prove to be a useful record some years ahead" — so wrote Ivor Lawrence to his parents on October 2, 1929 from Atsuta in China.

Ivor — at the time a schoolmaster in HMS Castor — wrote letters, kept diaries, took photographs, and sketched, with the intention of providing a record of his life generally, and his Naval and war experiences in particular, for his children and wider family.

## Insight

This year — at the age of 87 — Ivor Lawrence has seen the fruit of his labours, with the publication of *A Naval Schoolmaster Looks Back*.

The hardback book, more than 270 pages in length, is a fascinating insight into his life, from his childhood at Burnham-on-Sea, to his Merchant Navy service, teacher training, Royal Navy service, post-Navy time in Scotland, up to (almost) the present day and his home at Swanage.

There are numerous illustrations which, by mingling traditional "Navy" pictures with family snapshots, create a feeling that the reader really knows the author and the people about whom he is writing. The style is straightforward and uncluttered, with short clearly headed sub-sections giving way to appendices of letters from China and New Zealand.

## Worthy

The intention to provide a family record has, without a doubt, succeeded, but this book is worthy of a wider audience and Mr. Lawrence is particularly concerned that any "veteran" Navy News readers who may be interested should be able to have a copy.

The book can be obtained direct from Mr. Lawrence at "Tumblehome", 3 Burlington Road, Swanage, BH19 1LR, for only £2 — the cost of postage and packing — J.D.

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## For the reference shelf

*Destroyers of World War Two — An International Encyclopaedia* details all the destroyers extant, completed or laid down during the period 1939-45 by the Navies of the world.

Design modifications and service of each class are described, and full data tabulations show the builder, laying-down, launching and commissioning dates, dimensions, armament and performance of the ships. (Published by Arms and Armour Press, Cassell Publishing, price

£29.95, hardback.)

Some 3,700 photographs and keyed drawings illustrate the English language edition of *Combat Fleets of the World 1988/89* — a guide which claims to define every navy, coast guard, and significant paramilitary maritime force in the world. More than half the ship photographs are new for this edition and the book has expanded US and Russian sections. (Published by Conway Maritime Press, price £45, hardback.) — J.D.

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# Loyalty, laughter and lasting love

WRNS uniforms have changed through the ages, and a group of present-day Wrens were delighted to try out the dress of former days in celebration of the launch of Maureen Wells book *Entertaining Eric* — a collection of her wartime letters. Eric — Maureen's husband for the past 44 years — and actress Kirsten Hughes (who was dressed as the cartoon character featured on the book's cover), joined the ladies on board HMS Belfast for the launch ceremony. The book cover cartoons were drawn by the late Marc Boxer.

Picture: DPRN Photographic Department.

REVIEW  
BY  
ROSIE  
WEST

IT is an odd feeling reading somebody else's letters over their shoulder. For a while you become part of the relationship with the writer and only later stand back and think about it.

My first reaction to a selection of Maureen Bolster's wartime letters from the Home Front to her boyfriend who was posted in the Middle East (now published under the title *Entertaining Eric*), was a warm feeling of amusement and pleasure at her wickedly funny observations of life, her loyalty to a man she was not to see for three and a half years and her romantic longing for him.

It then occurred to me that as well as writing charmingly and movingly, she could also sometimes seem harsh and intolerant. And some of the sweeter moments verged on the simpering.

But, of course, these letters must be judged in the context of a past era, written as they were with uninhibited intimacy by a privileged young woman who found herself living in a manner to which she was unaccustomed. As a billeting officer of an engineering firm with the thankless task of matching up unsuitable employees with genteel Surrey homeowners, later as a Wren courier, and lastly as a stoker in boats' crews, it was a far cry from her earlier world of haute couture in Paris and Mayfair.

## Enthusiasm

Maureen Bolster, brimming with self-confidence, ability and enthusiasm, was prepared to muck in at any level. But she would describe it all with devastating accuracy and not always much sympathy. I have to say that it is quite riveting!

Eric must have been intrigued by Maureen's adventures. Her letters conjure up some memorable images... of riding round the Surrey countryside on her temperamental Rudge Whitworth motorcycle; of exhausting railway journeys to Scapa Flow in stuffy compartments with a cast of unappealing characters; of forlorn accommodation "like Worm-

"Dearest Eric, Do you know what? We're made for each other! I'm quite an engineer and, would you believe, I find pumps most interesting. I dote on the little fuel pump with anti-dribble valve on the diesel compression engine. It's awfully ingenious, isn't it? Are those the sort of pumps you design, dearest? I still find magnetos rather puzzling... I shall hate getting dirty nails and I don't fancy myself much in dungarees..."



Maureen Wells

I just couldn't be with nicer girls. Margaret Boggis is just down from Oxford, having got a second in Greats. She's little and dark and podgy and sweet and not a bit 'learned'. Rozelle Pierpoint is the daughter of Countess Manvers..."

wood Scrubs"; the rare treat of a smart dinner at The Queen's Hotel, Southsea; a hop with some lecherous GI's, and a nasty incident in a motor launch ("Dearest Eric. We caught fire yesterday...").

I was amused by Maureen's continuing preoccupation with her appearance supported by superb little fashion sketches of her evolving hairstyle and items from her working wardrobe — such as the hilarious black-out knickers which, she insisted, she was not often "guilty" of wearing. The con-

trast is good between her wistful longing for elegant clothes, her submission to the dreaded dungarees, damaged fingernails and blue serge — which were a necessary part of the messing about in boats which she found so exhilarating.

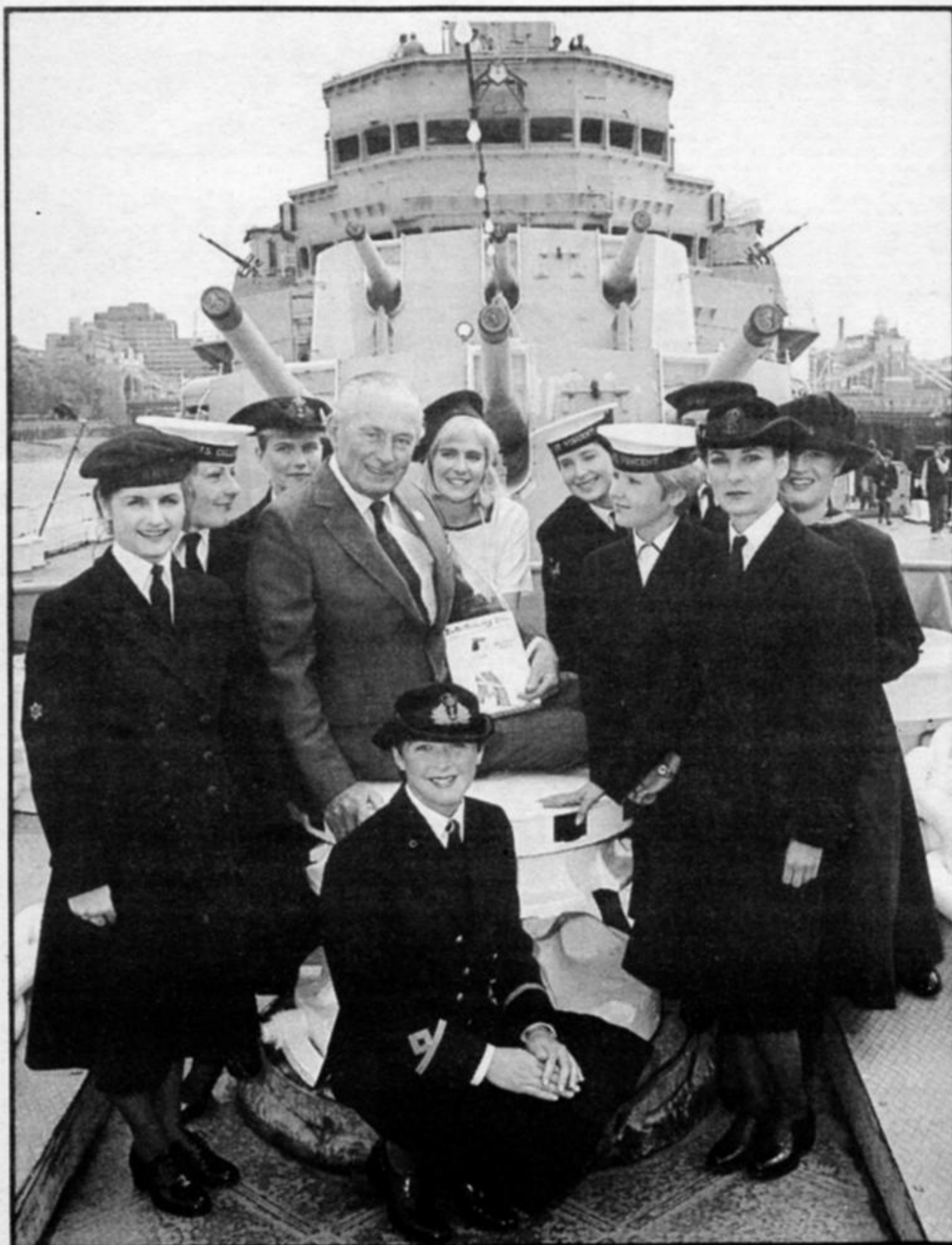
Eric and Maureen were reunited after D-Day. They married shortly afterwards and have lived ever since in Eric's native Australia where he recently unearthed this remarkable collection of over 300 letters in a box at the back of their garage.

*Entertaining Eric* is handsomely produced with a selection of photographs and is published by The Imperial War Museum as part of its personal experience series. Price £12.95 hardback.

## HISTORIC SERVICE

WHEN India gave up her dominion status in 1950 the White Ensign was lowered for the last time in ships and naval establishments. The next day the Imperial Crown over the crest of the Service was replaced by the Ashoka lions and the motto in Hindi "May The Ocean God Be Kind To Us".

Founded in 1612 the Indian Navy had several titles over its long career. A new book about its history reveals how after the Indian Mutiny it was summarily reverted by the Raj to The Bombay Marine! It worked its way back to favour as HM Indian Marine, The Royal Indian Marine and, after 1934, The Royal Indian Navy. Cdr. D. J. Hastings, RINVR in his book *The Royal Indian Navy 1612-1950* includes the late Cdr. George Walker's short history up to 1934 and brings the story up to date. The result lacks narrative flow and is principally a reference work — but a valuable one on a rather neglected subject. (Published by McFarland & Company, price £29.95). — R.W.



## SAKISHIMA

By STUART EADON  
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"HMS GANGES, the Final Farewell." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUMS, SPORTSFIELDS, HARBOR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUGLAS, author "HMS GANGES, Roll on my dozen!" S.A.E. details: 2306 Coventry Road, Sheldon, Birmingham.

## Three for adventure

ROBIN Knox-Johnston, the first man to sail non-stop, single-handed around the world, recounts his great adventure in *A World of My Own*. Written from diaries and logs kept on the ketch Suhaili, the book is illustrated with photographs, maps and drawings.

Fascinating appendices list the food and equipment Knox-Johnston took, together with his impressive reading matter. Published by Grafton in its Mariner's Library series, it costs £5.95 softback.

## Freedom

Two other books have also just come out in the same series. In *Last Voyage* Ann Davison tells the enthralling story of the search she and her husband made for freedom and adventure. Be prepared for tragedy, but great courage and kindness, too.

H. W. Tilman's *Mischief Among the Penguins* describes his expedition from Lymington to the mountainous and uninhabited Crozet Isles in the Southern Ocean. Both books are priced £5.95 softback.

## War in the air hits Yeovilton

ROYAL Naval Air Service during the First World War is commemorated in an exhibition in the Fleet Air Arm Museum's main hall — its largest venture since the 1983 Falklands Islands story.

The museum at Yeovilton in Somerset has attempted to recreate the atmosphere of 1914-18, with a street of First World War houses, shops, a pub, a garage and a French cafe of the period (where visitors can have 1988-brand coffee and croissants).

## Tableau

A huge tableau depicts an airfield in France on the Western Front, with fighter planes such as the Sopwith Pup, Sopwith Camel, Sopwith Triplane, SPAD, and their opponents, the German Albatros and Red Baron's triplane. The war in the

Dardanelles is also shown, with a Sopwith Baby Seaplane on a slipway at a Turkish fort.

The exhibition is expected to continue until at least 1990.

## Brochure

● The Royal Navy Historic Flight has produced an official brochure, including an authentic piece of fabric from Swordfish LS 326 and detailing the activities of the Flight and potted bio-graphies of the 1988 season pilots.

Colour is used effectively and makes the brochure — sales of which are being handled by the Fleet Air Arm Museum's Friends — a nice collector's item. It is available for £2.50 including post and packing and is available from SOF-FAAM Sales at 175 Larkhill Road, Yeovil, Somerset BA21 3HR. All proceeds will go to keeping the Flight in the air.



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# At Your Service



## Reunions

**Warspite 319 Division, HMS Dauntless** Nov-Dec 1978. Reunion planned for November 12. Those who would like to attend should contact Tricia Winstanley (nee Harrison) at 117 Holme Terrace, Wigan, Lancs WN1 2HF.

**HMS Hood Association:** Members attending the "get-together" in the PO's mess at HMS Nelson, Portsmouth, on October 8 at 1900, please contact the vice-chairman, J. R. Williams, 14 Elizabeth Road, Stubbington, Fareham, Hants PO14 2RF.

**Air Crew Association:** Annual meeting and reunion in Scotland from September 29-October 2. Event co-ordinator: W. J. L. Hall, 264 Milton Road East, Edinburgh EH15 2PQ (tel. 031-669-5792).

**Royal Naval Patrol Service Association (Midlands):** Annual dinner-dance will be held at the Nautical Club, Bishopsgate Street, Birmingham, on October 28. Tickets (£29) from L. Turner, 774 Shirley Road, Hall Green, Birmingham B27 (tel. 021-744-7153).

**HMS Woodcock:** Shipmates wishing to attend the reunion at the Hope and Anchor, 20 Macbeth Street, Hammersmith, London W6, should contact H. Clibbens, 30a Albert Terrace, Stonebridge Park, London NW10 8PN (tel. 01-961-2555 after 1800).

**Aircraft Handling Branch:** Former aircraft handler Mr R. M. Aylett is anxious to contact anyone who organises reunions for the AH Branch. His address is: 86 Cromwell Road, Eastney, Portsmouth, Hants PO4 9PN.

**National Fleet Air Arm Association, Hinchin Branch:** This branch (not the National Association as implied in Navy News July edition) was formed in January and would like more members. Meetings are held on the second Wednesday of each month at the ballroom bar, Sun Hotel, Sun Street, Hinchin, Herts. at 8 pm. For details contact Mrs. Valerie Whitehouse, 35 Bradleys Corner, Hinchin, Herts, SG4 0PP.

**HMS Juno:** Wartime survivors of the ship, sunk off Crete in 1941, have held a reunion at the home of former AB Dickie "Torso" Miles. Now the 1939-45 servicemen seek others who survived the attack by German

bombers and urge them to contact Mr Miles at 20 Blagdon Road, Lewisham, London, SE13 7HL (tel. 01-690-5160).

**HMS Ajax and the River Plate Veterans' Association:** The Canadian town of Ajax, named after the ship which played a major role in the Battle of the River Plate in 1939, now names streets after men who took part in the epic sea battle. Among Ajax veterans attending the street-naming ceremony were Jim Brightly (Brightly Drive), and Eric Smith who heard that Smith Lane will soon bear his name. Other ex-Ajax men in attendance were Alfred Large and Bill Patterson who were accompanied by members of the Royal Naval Association, Southern Ontario Branch. The next reunion of the Ajax and RPA Association will be on October 26 at the Victory Services Club, Seymour Street, London. Full details from G. Deacon, 46 Channel View Road, Eastbourne, E. Sussex BN22 7LW.

**HMS Curlew:** sunk in Norwegian waters in May 1940. A reunion is being organised for survivors. Former shipmate Mr H. J. Messer is arranging the event and would like to hear from all interested. Write to him at Wester David, Georgeham, Braintree, Devon EX33 1JS (tel. 0271-890360).

**HMS London 1947-49 Association:** A reunion celebrating the 40th anniversary of the Yangtze Incident will take place in Plymouth on April 22-23, 1989. Those not in contact, but are interested in attending, should write or ring John Parker, 80 Carlton Road, Portchester, Fareham, Hants PO16 8JH (tel. 0705-377539).

**Algerines Association:** The fifth annual reunion will be held on June 2-4 1989. Full details from secretary Jack Williams, 395 Lytham Road, Blackpool FY4 1EB (tel. 0253-44157).

**HMS Penelope Association:** Get-together at Blackpool on February 18, 1989 followed by memorial service with local RNA. Full details from Jack Williams (RNA), 395 Lytham Road, Blackpool, FY4 1EB (tel. 0253-44157).

**HMS Nubian 1964-66:** Because the first reunion, held to coincide with this year's

Portsmouth Navy Days, was such a success, another is proposed for the same time next year. Full details from CPO (Ops)(M) Nicklin, Southern Area Sea Cadets, HMS Nelson, Portsmouth (tel. 0705-9822351 ext. 24263 or 0329-43930).

**MMS 286 1943-44:** Former shipmates serving at Scapa Flow in 1943-44 please contact "Stokes" Les Spiers at 12 York Avenue, Droitwich Spa, Worcs WR9 7DX (tel. 0905-773968), with a view to a reunion.

**HMS Norfolk:** A reunion of the 1939-45 commission will be held in Plymouth on October 15. Details from Clifford Martyn, 44 St. Margaret's Road, Plympton, Plymouth PL7 4RZ (tel. 0752-337915 or 0752-341614).

**10th Destroyer Flotilla (1944-45), Force 26 & Tribal Associates:** Next reunion is on November 13. There will be a march past the Cenotaph, a full buffet and entertainment. Cost: £5. The secretary, Mr John Bull, 8 Tibbury Road, East Ham, London E6 4ED, invites ex-RN personnel who served on Tribal Class destroyers, with the 10th Destroyer Flotilla or on the cruiser HMS Black Prince to join the association at £5 a year. Write enclosing an SAE.

**HMS Sussex Association:** Second reunion at Stratford-Upon-Avon, March 10-12, 1989. Ex-Sussex ratings and Royal Marines wishing to join the Association, should contact Mr R. Royes, Secretary HMS Sussex Association, 30 Central Hill, Upper Norwood, London SE19 1DT (tel. 01-670-3827).

**HMS Amethyst Association:** Calling all those who served in HMS Amethyst, HMS London, HMS Consort and HMS Black Swan for a reunion in Plymouth on April 22, 1989. Full details from secretary Mrs Sheila Smith, 35 Duxford Close, Ernesettle, Plymouth, Devon.

**HMS Saumarez and HMS Volage 1946:** All those who served on ships connected with the Corfu incident in which Saumarez and Volage were mined, are welcome to the 42nd anniversary reunion on October 22 at the Rose and Crown, Hinton Charterhouse,

near Bath. Telephone either Colin Pugh (ex HMS Saumarez) 0225-837574 or Bryan Shelley (ex-HMS Ocean) on 02212-2153.

**SHAPE 1974-75:** Proposed reunion late this year or early next. Those interested write to Miss Sonia Binaccioni, 15 Wickham Road, Lower Earley, Reading RG6 3TE.

**HMS Ark Royal:** All commissions reunion at the Drumbeat Club, HMS Drake Plymouth, on October 29. Tickets £5 (including food), from Mr J. H. Case, 61 Tyndale Close, Chaucer Way, Plymouth PL5 3ER. Service contact, WO McDonald, HMS Raleigh ext. 443.

**846 Squadron 1943-45:** Mr Arthur R. Howes of 20 Coleskill Road, Sutton Coldfield B75 7AA, seeks ex-squadron members to attend the next reunion. Write to him for news and the venue or phone 021-354-8335.

**Corfu Channel Naval Association** (previously Corfu Naval Memorial Committee): Reunion at RN air station Yeovilton Sunday October 22 with buffet supper at 2200. Lunch provided at Yeovilton followed by tour of FAA Museum if wished. Applications for anyone not already notified to Doug Francis, 226 Greenway Road, Cardiff CF3 8PP (tel. 0222-794870). Membership open to all involved in serving in HM ships involved in Corfu Channel Incident in 1946 and relatives of those who died.

**RNDA Singapore:** Stuart Simmons, Mike Gleeson, Denis Brailsford, "Taff" O'Sullivan, "Jock" Nicholls and "Eppy" Epstein - where are you? Your old shipmate Dick Watson wants to hear from you to arrange a reunion. Ring him on 0523-790291 or write to him at Whinney Heys, Garstang Road Pilling, Preston PR3 6AL.

**Deane Valley Branch RNA:** Holidaying in Bude, Cornwall, with 50 shipmates from the South Yorks branch, ex-stoker Ken Shaw met another Korean War veteran, Bob Pepperell, at a reunion organised by branch chairman Ray Jaquet. The last Ken and Bob spoke was when they said goodbye aboard HMS Cardigan Bay in 1953 during the campaign.



## Jack bowled over by trip

THE visit to Torbay by HMS Exeter led to a round of social activities including a memorable visit to the ship by Shipmate Jack Shepherd. Jack, who is 92-years-old, served in a predecessor of HMS Exeter before the Battle of the River Plate and was "over the moon" to leave his retirement home for a day and sample life on board today.

The trip was made possible by Shipmate Ken Dackus, *Exeter* branch, who arranged the transport. Jack, who has served in HMS Emperor of India, Sandhurst, Dauntless, Valiant, Queen Elizabeth, Hastings and Albatross, is pictured on the deck of the *Exeter*, with the Royal Yacht in the background.

Sailors from the ship were entertained by the branch to a social hosted by the Royal British Legion and a visit to the *Exeter* for members of the branch and Legion was arranged in return.

## FRANK HOOKS CUP FOR GOOD WORKS

The former vice-chairman of Poole, Shipmate Frank Ide, who is also coxswain of the Poole Lifeboat and a member of the exclusive Fisherman's Winkle Club, has been awarded the club's Ron Burgess Cup. He has won the trophy as the individual who raised the largest sum for charity over two years. At the September meeting the branch enjoyed a talk on the Gurkhas, by Maj. Sepping, a former Gurkha officer.

Shipmate Dennis Hamilton of Poole, who boasts rare blood, AB (Rhesus Negative), received an inscribed crystal goblet from Wessex Regional National Blood Transfusion Service for scoring in excess of 75 donations on his retirement from "blood letting" at the age of 65. Dennis finished with a score of 94 donations.

The new secretary of Poole, Shipmate Jim Hawkins, formerly chairman of Oman, had the honour of parading the Oman standard for the first time at the Royal Tournament.

Birmingham Central's new standard appeal got a welcome boost from the sale of Armada First Day covers, 87 of which were sold worldwide.

Birmingham Central's new standard appeal got a welcome boost from the sale of Armada First Day covers, 87 of which were sold worldwide.

Shipmates from Areas 1, 5 and 6 attended the commissioning of Cheshunt by Shipmate Dennis Judge, national council member No. 1 Area. The guests included National Council Secretary, Capt. Jim Rayner, RMR; Shipmate Dave Harding, chairman No. 1 Area; and the Mayor of Broxbourne and Cheshunt.

After the ceremony, Shipmate Ron Joy, the branch chairman, read messages of goodwill from overseas branches and from a former member of the wartime HMS Dahlia, which was adopted by the Urban District Council of Cheshunt.

Beccles "christened" No 5 Area display stand, donated by Pusser's Rum, at the Loddon Royal British Legion Armada fete, and again at Beccles regatta and carnival. Thanks to Headquarters the stand, which drew favourable comments, was well stocked with RNA items. Members mourn the loss of Shipmate Jim Barlow, who was chief coxswain of HMS Ark Royal when she was torpedoed. On leaving the Navy he joined HM Coastguard and retired a few years ago. Shipmate Barlow was a member of the RN Patrol Service Association, the Burma Star Association and the Royal British Legion.

## Calling Old Shipmates

**HMS Welshman:** Former LS R. J. Arrowsmith, seeks information of survivors of the minelayer sunk by U-boat off Crete in 1943. His address is 13 Underwood Court, Underwood Lane, Crewe, Cheshire CW1 3SA.

**MTB 321 Dover 1943:** Mr Alf Birch and Mr Bill Armstrong would welcome news of Tom Owen, "Bliff" Stiff coxswain and other crew members operating from Dover in the summer of '43. Write to Mr Birch at 37 Sandgate Terrace, Kippax, Leeds LS25 7BG or phone 0532-669585.

**HMS Watchman:** Ex-sailor Mr I. W. Harris wants to trace shipmates from his days in the ship, especially those on the 1944 convoy to Russia. Write to him at 5 Cwrt Glynrhdy, Rhigos, Nr. Aberdare, Mid-Glam, CF44 9PU.

**HMS Rajah 1944-46:** Gordon Tucker, a former writer on this escort carrier and now secretary of the Kingston-Upon-Thames branch of the RNA, would like to hear from anyone who served with the ship in the latter years of the war. He would especially welcome news of Bob Izatt and Peter "Pompey" Portsmouth who were both ABs. Write to RNA, 76 Princes Avenue, Tolworth, Surrey KT6 7JN (tel. 01-399-1051).

**HMS Kite 1944:** News wanted of the nine survivors of this ship torpedoed in the North

Sea. Mr C. J. Bray of 44 Lockingwell Road, Keynsham, Bristol, Avon BS18 2HN, would welcome information.

**HMS Rockingham 1942-44:** Ex chief quartermaster Mr R. G. Pacey would like to hear from anyone who sailed in this US lease-lend destroyer on the North Atlantic convoys. He also seeks a copy of the Manual Seamanship Vol.1. He went down with the Rockingham. Write to him at Gratton House, Weston, Sutton Scotney, Winchester, Hants SO21 3LL.

**RN Commandos:** Wartime AB David "Taff" Hughes, 77 Eiddowen Road, Penlan, Swansea, S.Wales SA5 7EW, would like to contact shipmates who served with him at HMS Saunders in 1943 and in Italy in 1945.

**FCDT Manoel Island, Malta, 1956-58:** Peter "Dinah" Shore would like to hear from any of the team - "Donkey" Bray, "Yorkie" Wilkinson, Arnold Witton, Cdr Phil White and Mr Lawrence, please write 31 South Croft, Henleaze, Bristol BS9 4PS (tel. 0272-623-048).

**South Hams, Devon:** Mr W. D. Powell of 49 Easton, Nr. Buxford, Newbury, Berks RG16 8EA, would welcome news of others who served there in November-December 1943.

**HM submarine Oswald:** Former PoW Jimmy Jamieson would like to hear of "Spike" Hunt, Stan Dryer and Jack Tooes

who escaped with him from Venice while PoWs. Address: 53, Flerws Hill, Tycores, Ammanford, Dyfed SA18 3TU.

**Chatham-based:** If you were based at Chatham between 1940-45 and served in HMS Phoebe, Hasty, Orwell or Lewes, Mr Leslie Bennett of 51 Dene Drive, New Barn, Longfield, Kent DA3 7JR would welcome hearing from you.

**HMS Malaysia, 1933-1935 and HMS Londonderry, 1941-1943:** Mr. G. Copping of "High Cleaves", No. 1 Algharth Road, Stockton Lane, York, YO3 0EZ would like to hear from Typhoon Rich, Hughie Guest, Jack Shields, Jacky Le Bouillier or others from 33 Mess, HMS Malaysia; Taff Price, Taff Sewell, Erny Wilkinson, Bob Bullock or others from 32 Mess, HMS Malaysia; and Anny Laurie, Taff Phelps, Charlie George, Sidney Coombs and any others from HMS Londonderry.

**HMS Achates:** Mr E. Storey of 68 Kennerdence, Tynemouth, Tyne and Wear NE30 2NC, is searching for Fred Wesley, a former PO in the ship which was sunk in 1942.

**HMS Eskimo:** Calling old shipmates to Eskimo... former AB Joe Ayton would like to hold a reunion. Write to him at Hollow Dene, Hooley Drive, Rayleigh, Essex SS6 9RA.

gate, seeks information about build, modernisation or history of individual ships.

**Heider Point, Clacton:** The Martello Tower museum is searching for uniforms and equipment. Anyone who passed through the Combined Ops training base there from 1942 onwards is asked to contact former RN Cyril "Bert" Ambrose, 52 Carisbrooke Avenue, Clacton on Sea, Essex CO15 4SA.

**Exchange:** If you want to exchange RN coloured wall shields for those of the Italian Army write to: Generale di Corpo d'Armata, Natale Dodoli Comandante della Regione, Militare della Sicilia, Piazza Parlamento, 5 90134 Palermo, Sicily.

**Narvik memories:** Conrad Wood of the Imperial War Museum would like to hear from anyone who took part in the naval battles around Narvik in the spring of 1940. He wants to tape-record their reminiscences for the museum's archives. Those interested should ring him on 01-735-8922 ext. 361 or write to him at the Imperial War Museum, Lambeth Road, London SE1 6HZ.

**Walter Herbert Clucas:** Mr John Baker of 9 Stratford Street, Parnell, Auckland 1, New

Zealand, is searching for news of his cousin, Walter, who joined the RN in 1941. He trained at Plymouth and Devonport, served on minesweepers and took part in the Dieppe raid, troop escorts to North Africa and the Italian landing. All information to Mr Baker or Mrs Hazel Horsfield, 9 Oldbury Close, St Mary Cray, Orpington, Kent BR5 3TH.

**Navy knots:** Mr Norman Kell of 56 Lawnswood Road, Keighley, Yorks BD21 1LL, makes bell ropes and gives them to Sea Cadet units, RN and RAF clubs. His latest creation now adorns the bell of HMS Osprey at Portland, but he needs more information on this ancient artform. He would be pleased to hear from anyone who can help.

**HMS Bluebell K80:** A book is being written about this Flower Class corvette, sunk in February 1945, by Mr Paul Kavanagh who served on her. But he needs information about Acting PO Albert Edward Holmes (bitter), who survived the sinking, and the name and whereabouts of the coxswain. Write to Mr Kavanagh at 16 Langham Court, Weybourne Road, Sheringham, Norfolk NR26 8UF (tel. 0263-824600).

## Over to You

**America calling:** Harry F. MacCall of 59 Whitman Street, Brick, New Jersey 08724, USA, seeks news of LS Victor Charles Boughen, believed to be living in Willesden, London.

**HMS Thanet:** With their 50th anniversary next May, Thanet RNA have researched the history of HMS Thanet, but have not yet traced any survivors of the ship sunk off the east coast of Malaysia in 1942. Anyone who did get ashore from the stricken ship, or knows of anyone involved in the battle, please contact John McDonald, Royal British Legion, Ailenby House, 14-16 Cliff Street, Ramsgate, Kent CT11 0BG.

**HMS Prompt:** Commissioned in 1944 was mined off Ostend in May 1945, this Algerine-Class Fleet minesweeper had a short life and photographs of her do not seem to exist. But Mr J. F. Williams, secretary of the Algerines Association, 395 Lytham Road, Blackpool, FY4 1EB, is convinced a NN reader has one somewhere and would be grateful if it could be given to the Association.

**Anzio:** Visiting the cemetery at Anzio, Italy, Mr G. A. J. Harris of 8 Pine Avenue,

Exwick, Exeter, Devon EX4 2DU, took photographs of the graves of soldiers killed in the 1944 action. They were B. Gregory, 19; S. A. Elwell, 23; B. Fitzgerald, 36; H. V. Tomez, 23; J. S. Loan, 27; J. E. Unwin, 19; R. Price and C. Parker, 19, both from HMS Spartan; J. G. Duignan, 18, and J. M. C. Hannah, both from HMS Janus; J. J. Palmer, HMS Quebec and L. F. Hobbs, aged 20. If relatives would like the photographs of the graves, please contact Mr Harris.

**HMS Vansittart:** Lieut-Cdr. N. H. Pratten, RNR (ret'd), of Dingley Dell Cottage, 2 Menham Lane, Hayling Island, PO11 9JT, asks for any anecdotes, serious or humorous, from war-time crew members about this "destroyer turned long-legged." He also asks for information about a barber's pole believed to have been acquired prior to Plymouth and taken east to be passed from ship to ship. His last sighting was in HMS Glasgow, who lost it to HMS Colossus in 1946 in a "Cape Town middle watch raid."

**Loch Class 1943-67:** Lieut-Cdr. G. B. Mason (ret'd), of 2 Horseshoe Drive, Bristol, BS9 1SU, preparing a book on the history and development of this class of A/S fr-

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Bacchante, Barrosa, Battaxe, Beagle, Beaver, Belfast, Berkeley, Bermuda, Berry Head, Berwick (1962, 1983), Bildeston, Birmingham (1977, 1982, 1987), Blackpool, Blackwood, Blake (1961, 1969), Blazer, Blue Rover, Boxer, Brave Borderer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britannia (1958, 1974), Broadsword (destroyer 1962), Broadsword (frigate 1979), Brocklesby, Bronghton, Bulldog, Bulwark (1955, 1979).

Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron (destroyer 1980), Carron (minesweeper 1985), Carysfort, Chastitock, Cavalier, Centaur, Challenger, Charis (1971, 1983), Chevron, Challenger (pre-mod, mod), Churchill, Cleopatra (1970, 1977, 1988), Conqueror, Cornwall, Corunna (pre-mod, mod), Cottesmore, Courageous (1973, 1987), Coventry, Cumberland, Cygnet (1978, 1988).

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1974), Diamond, Diana, Dido (1965, 1979), Diomed, Dreadnought, Duchess, Duverton, Dumbarton Castle, Dundas.

Eagle (1956, 1965), Eastbourne, Echo, Edinburgh, Egeria, Endurance (1969, 1977), Engadine, Eskimo, Euryalus (1976, 1986), Excalibur, Exeter, Explorer, Exmouth.

Falklands Islands, Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Falmouth, Fawn, Fearless (1967, 1982), Fife (1967, 1982), Finwhale, First Fast Training Boat Squadron - Cutlass, Sabre, Scimitar on one postcard, Fort Austin, Fort Grange, Forth.

Galatea (1968, 1984), Gambia, Girdle-ness, Glamorgan (1967, 1981), Glasgow (Cruiser 1956), Glasgow (destroyer, 1980), Gloucester, Gold Rover, Grafton, Grenville, Guernsey, Gurkha (1963, 1982).

Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecia, Herald, Hermes (1960, 1973, 1981), Hermione

(1970, 1984), Hong Kong Squadron Patrol Craft - Wolverton, Beauchamp, Wasperton, Yarmton, Monkton on one postcard, Hubberton, Hydra.

Illustrious, Intrepid (1968, 1979), Invincible.

Jaguar, Jersey (1977, 1988), Juno (1970, 1986), Jupiter (1969, 1979), Jutland.

Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod, mod), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindsfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964, 1980, 1987), Londonderry, (1968, 1980), Lowestoft (1964, 1982), Lyness, Lynx, (1957, 1965).

Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Middleton, Minerva (1968, 1979), Mohawk, Mounts Bay, Murray.

Naiaid, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk, Nottingham, Nubian.

Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus (early and 1984), Olwen, Onslaught, Onyx, Opposum, Opportune, Oracle, Orkney, Orpheus, Osiris (1965, 1988), Otter, Otus (early and 1975).

Palliser, Peacock, Penelope (1971, 1982), Peterel, Phoebe (pre-mod, mod), Plymouth (1963, 1982, 1987), Porpoise (1959, 1979), Protector, Puma.

Raleigh Inshore Squadron (Manly, Mentor, Millbrook on one postcard), Rapid, Reclaim (1966, 1974), Redpole, Relentless, Reliant, Renown, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyl, Roebuck (1966, 1987), Rorqual, Rothsay (1970, 1981), Russell.

St David, Salisbury (pre-mod, mod), Sandpiper, Scarborough, Scorpion, Scylla (1962, 1984), Sealion (1962, 1984), Sheffield (1975, 1988), Shetland, Shoulton, Sidlesham, Sir Geriant, Sirius (1968, 1978, 1983), Sir Lancelot, Sir Tristram, Soberton, Southampton, Sovereign, Spartan, Speedy, Spey, Splendid, Starling, Striker, Stromess, Stubbington, Superb (1977, 1988), Swiftness.

Taciturn, Talent, Tartar (1964, 1974, 1982), Tenacity, Tenby, Tidepool, Tide-urge, Tireless, Theseus, Tiger (1959, 1973), Token, Torbay, Torquay (1960, 1976), Trafalgar, Triumph, Trowbridge, Trump, Turbulent, Tyne.

Ulster, Undaunted, Undine, Ursa.

Valiant, Vanguard, Victorious, Vidal, Vigo, Virago.

Wakeful (frigate), Wakeful (submarine tender), Walrus (early and 1972), Warrior, Warspite (1969, 1982), Whitby, Wilton, Woolston.

Yarmouth, York.

Zest, Zulu (1966, 1982).

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# Royal Naval Association

## PRINCESS TAKES SALUTE AND TEA

A VISIT by Princess Alice, Duchess of Gloucester, to Liverpool branch, where she unveiled a plaque to commemorate the new extension to the club premises, is an event shipmates recall with pleasure.

The unveiling coincided with the 40th anniversary of the Merseyside Council of Ex-Service and Regimental Associations and was marked by a huge parade of CESRA standards, lead by No 10 Area standard, carried by Shipmate Gallagher.

The salute was taken at the marchpast by Princess Alice, who found time to talk to each standard bearer. Escorted by Lieut-Col. D. A. Ellis, the branch president, and Shipmate Glyn Jones, chairman, she then took tea in the club with invited guests. The General Secretary, Capt. Jim Rayner, and his wife, Tricia, and Shipmate Tom Gallagher, national council member No 10 Area, and his wife, Helen, were presented to Princess Alice. The Lord Lieutenant of Merseyside, Wing-Cdr. K. M. Stoddard was in attendance.

Former members of HMS London (1941-45) may care to write or visit Shipmate Alex Hale, 4 Henshaw Crescent, Newbury, Berkshire, who is very ill. Shipmate Hale, who served in the London and is a member of Newbury and District branch, would welcome news of old shipmates.

Members of Yeovil, busy raising cash for their building fund, made £322 from the sale of raffle tickets at Yeovilton Air Day. Thanks to Shipmate Mike Fogg and Pusser's Rum for the success of the raffle. A further £86 was raised when the branch held a barn dance and



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"barbie" at Lufton Manor. Shipmates are welcome to call in at the newly-refurbished Bull at Ilchester, where the hosts are Shipmate Ken Fox and his wife, Gill.

The "bubbly" flowed to mark the commissioning of Roydon, an event attended by shipmates from Harlow, Brentwood and Braintree. Members meet on the first Wednesday of the month at the New Inn, Roydon, and extend a warm welcome to new recruits.

The people of Scarborough, in particular the RNA and RNPSA branches, paid a sad farewell to HMS Apollo on her last visit to her adopted town. A social evening was organised for members of the ship's company and the branch would like to thank the ship's commanding officer, Cdr. Laurie Hopkins, for the friendship extended. The branch hopes it will not be long before shipmates are able to welcome the Apollo's replacement and eagerly awaits news of which ship it will be.

A cheque for £400, raised by members of Stockton-on-Tees in aid of North Tees Cancer Research, was presented to Mr S. M. Walton, consultant gynaecologist, at a social held in the club.

The RNA stall at Christchurch Hospital fete raised £384 for the League of Friends. Christchurch branch thanks all who helped and particularly the anonymous donor of garden plants, the sale of which raised £32 of the total.

Members of Uxbridge are justly proud of their new club, being the only branch in the London Borough of Hillingdon to have such a facility. Located behind Barnards restaurant at the junction of the Hillingdon A40 and Long Lane, a warm welcome awaits visitors.

The tenth birthday of Skipton and District branch will be celebrated on Trafalgar night at a dance in the Black Horse, Skipton, to music of the 1940s and '50s. It is hoped to combine the celebration with a reunion of former members of



HMS Vesper, Skipton's wartime adopted ship.

An inspection of Buxton Sea Cadet Unit at HMS Bulwark was attended by members of Buxton and High Peak branch. The branch presented a trophy, which is to be awarded annually to the best turned out cadet. The first recipient was AB R. Marshall. Members also enjoyed a visit to Liverpool branch and are looking forward to their Trafalgar Day dinner dance at the Railway Hotel, Buxton, on October 21.

## PRESIDENT FIRED!

The President, Admiral Sir Desmond Cassidi, on attending the Canadian Legion annual conference in Ottawa, paid a flying visit to South Ontario branch in Toronto, where he was warmly welcomed.

Representatives of the branch met him at Pearson Airport and later gave him a tour of the city, including visits to the CN Tower and HMCS Haida — the last Tribal destroyer, now serving as a museum ship.

Rigged in anti-flash gear, Admiral Cassidi took part in the daily midday ritual of firing the 4.5 gun in "A" turret. Later he had lunch in the wardroom and was presented with various mementos of his visit.

Delegates attending No. 4 Area's quarterly meeting, hosted by Taunton, learnt that in excess of £8,000 was raised in the past year for various charities, by West Country branches. The meeting was attended by the president of Taunton branch, Rear-Admiral Roger Morris, hydrographer of the Navy, and by the branch chairman, Shipmate Ron Roberts.

Shipmate Roy Real of Lewisham branch, as a guest of the City of London branch of the

Air Crew Association, carried the branch standard in a parade up the Champs Elysee in Paris to the Arc de Triomphe, where the flame of the unknown warrior was re-kindled in the presence of representatives of French units. The parade was led by the band of the French Air Force. The flame was re-kindled and the salute taken by the Marshal of the Royal Air Force, Sir Keith Williamson.

After a complete strip-down by helpers Alf, Harry and Punter, the Mitcham, Morden and Wimbledon coach passed its MOT the second time around and it has been on the road throughout the summer. It carried members to South Harrow for darts and uckers, where they scooped first and second prizes in the darts. Thanks to the refurbished coach, residents of the Royal Alfred Home, the branch charity, enjoyed an outing to Eastbourne. Other trips included a visit to the open day at HMS Dolphin. Thanks from the branch to all who supported the Hong Kong trip in May.

Members of Southampton have been busy fund-raising to help buy a wheelchair for a shipmate. Shipmate Gabby Hayes raised £105 in sponsorship by taking part in an 80-mile run over the South Downs, and his fellow branch members pushed this figure up to £400 by holding raffles and auctions.

The branch meets on the second Tuesday of the month at HMS Wessex in Southampton Docks and new recruits are welcome.

Waterlooville branch welcomes enquiries from prospective members with the opening of the new club. It is in part of the Waterlooville Football Club premises in Aston Road and those interested in joining should contact the PRO, Mr D. Burgess, on Waterlooville 264798. His address is 31 Charlesworth Drive, Waterlooville. As Navy News went to press, the club's planned opening date was October 1.

Shipmates of Greenford

## Dereham donates

CHEQUE out time at Dereham, as Lieut-Cdr. Alistair McLean, the branch president, hands over a cheque for £1,000 to Dr A. Caro (centre).

The money will aid the battle against Huntington's Chorea. Dr Caro, the local doctor researching the distressing disease, said funds were badly needed.

Watching the presentation is Shipmate J. Pask, the branch welfare officer, who raised most of the cash, with some help from the Country and Western Music Club. An anonymous donation of £150 was also included in the total sum.

and for his loyal service to the Bristol branch. This includes acting as doorman at the recently acquired club. Danny is the first to receive the award.

The trophy was presented to the branch by Shipmate Eddy Whelan.



Shipmate Danny Mulcahy proudly displays the Shipmate of the Year award (see story) presented to him by Bristol branch.

The vice-chairman of the Bognor Regis branch, Shipmate Pat White, and his wife attended the 45th anniversary tour of the Bay of Salerno Landings and Monte Cassino.

In the absence of the official RNA representative, Shipmate White laid the wreath at the commemorative ceremony on behalf of the Association.

thank the staff of Pembroke House for taking such good care of their late shipmate, Richard "Smudger" Smith. "It's good to know," writes Shipmate Ian Puckering, "that the RNBT provides such splendid residences for such as Smudger, who served his country well."

Instead of meeting at their usual venue in July, members of Leominster with their wives were invited to the home of Shipmate Dick Bradshaw. While a short meeting got underway, the wives were entertained by Mrs. Bradshaw and her daughter. Celebrations of the defeat of the Spanish Armada brought the climax of the visit, when a beacon was lit on the slopes of Brilley Mountain, close to Shipmate Bradshaw's home.

From Bristol, news that its headquarters/club is now open to visitors at lunchtimes and in the evenings, at the Portway, Sea Mills, Bristol (formerly the Spillers Club).

Members meet on the second Friday of the month and extend a warm welcome to all ex-naval personnel, including WRNS and Royal Marines.

The Shipmate of the Year award for Bristol branch goes to Danny Mulcahy, survivor of HMS Saumarez, which was lost in the Corfu Channel incident. Danny, as founder member of a group trying to gain compensation for those injured and the families of the 44 men who were lost, has won the award for his efforts on their behalf

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Chief of the Defence Staff, and the President, Admiral Sir Desmond Cassidi.

Shipmate Dennis Judge and shipmates of No 1 Area also deserve credit for the attractive publicity stand at the tournament. Yeovilton Air Day and Portsmouth and Plymouth Navy Days boasted attractive RNA stands too. Finally, the turn-out of standard bearers at Plymouth Navy Days was also impressive.







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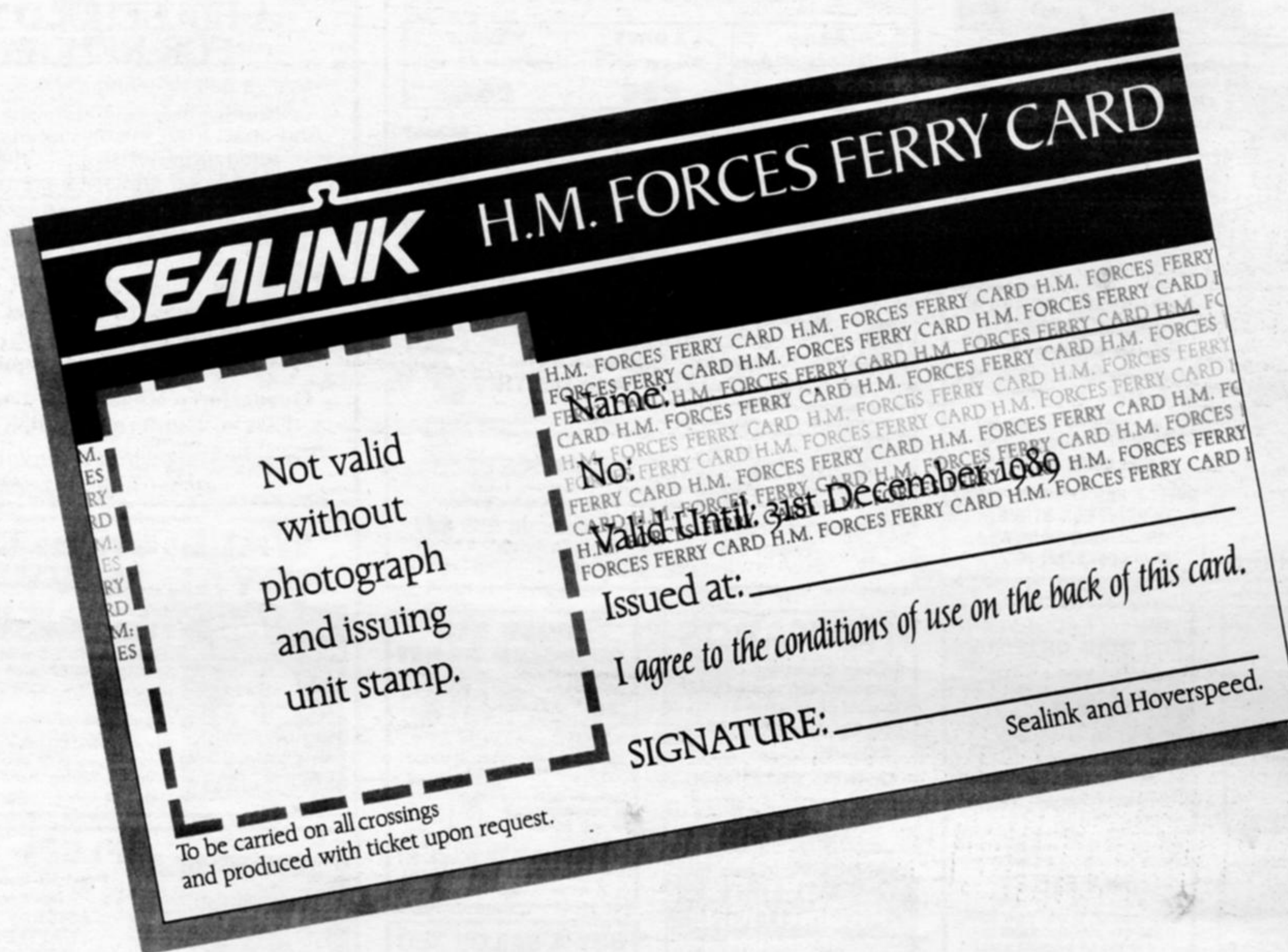
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Members of the flourishing Sixth Form live in a detached house, with study bedrooms, where they are treated as students and encouraged to develop a mature, self-disciplined approach to learning.

A new sports hall allows netball, tennis and other team games to be played in all weathers.

Extramural activities are encouraged and the school takes part in the Duke of Edinburgh Award Scheme.

Please telephone the Headmistress' Secretary —  
Hindhead (042-873) 5415 — for a prospectus

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For further details, or to arrange a visit, please write or telephone:

Robin Lindsay, M.A., Headmaster

Telephone · Sherborne · (0935) · 812097

## ST PETROC'S SCHOOL

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Headmaster:

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The Headmaster and his wife take a personal interest in the well-being of all the pupils, particularly the Boarders.

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'St Petroc's accept the Services School Allowance as full payment of its fees.

If you would like to know more about the school either write or telephone

BUDE (0288) 2876 or 3740 for  
prospectus or further information



# PRINCESS DROPS IN FOR A CHAT



## First Sea Lord calls

WHEN the First Sea Lord, Admiral Sir William Staveley, visited Portsmouth Naval Base, he toured HM ships Nottingham and Cardiff. He also called at the RMAS Repair and Maintenance Facility, Harbour Control in Semaphore Tower, and North Corner workshops, where he presented two BEMs.

The Princess Royal talks to HMS Amazon flight members (from left) Lieut. Colin Martin (flight commander), Lieut. Steve Kadera (pilot), CPOAEA(R) Ian Tate (SMR), CPOAEA(M) Steve Wootton, and POAEA(WL) Andy Butt.

A RIGHT royal week for HMS Amazon started when the ship's patron, the Princess Royal, visited the ship informally in the Portland area and chatted to most of the ship's company as she toured the Type 21 frigate.

The Princess, who launched the Amazon in 1974 and keeps a close interest in the ship's activities, presented a General Service medal to AB(S) Robert McCormick, the Long Service and Good Conduct Medal to LMEM Dave Howes and a "Wishing Well Appeal" certificate to POCA Martin Bateman in recognition of his efforts in raising money for Great Ormond Street Hospital.

## Sea Cadets

Ship's affiliated units who were on board for the day and also had the chance to meet the Princess included TS Courageous Sea Cadets from Canterbury, WRNS from HMS Osprey and the 31st Hitchin Sea Scouts.

From Portland, the Amazon sailed to Torbay to escort HMY Britannia, with the Queen and Duke of Edinburgh embarked, for the William and Mary tercentenary celebrations and later for the Armada 400 celebrations in Plymouth.

The Amazon then returned to Portland for the first of her two Navy Days appearances.



HMS Charybdis flies the flag at Point Lenana, Mount Kenya. From left to right, Surgeon Lieut.-Cdr. Ramage (leader), Lieut.-Cdr. Barber, LWEM Hadley, CWEM(O) Broderick, MAA Parker, Lieut. Hart, POSTD Deacon (foreground), Lieut. Hide, WEM Parsons, POMEA Perren.

## Charybdis team on peak form

TEN officers and ratings from HMS Charybdis reached the 4,985-metre Point Lenana on Mount Kenya while the Armilla Patrol ship was undergoing maintenance in Mombasa.

After travelling by train and truck to the meteorological station starting-point and acclimatising for two nights, the team ascended the "vertical bog" which was living up to its name after the long rains.

At Mackinders hut, 4,200 metres up in the Teleki valley, a start was made at 0300 with all team members in fine form, despite the altitude. A struggle up an interminable scree slope led up to Point Lenana, which was reached just as dawn was breaking. A breathtaking view across Africa in all directions was worthy of the many photographs taken.

Surgeon Lieut.-Cdr. Ramage, Lieut. Hart and Lieut. Hide then set off from the Austrian Hut on the "round the peaks" walk, arriving back at Mackinders 12 hours later.

The following day the vertical bog was descended and a walk of 15 miles to the Naro Moru River Lodge the next day left the team in the lap of luxury for the final night.

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# Sultan engineers a bright tomorrow

TIMES have changed a lot in the past half-century — but HMS Sultan has taken the best of the old, added the new, and maintained a friendliness, an "engine room feel", of which it is justifiably proud.

Newest of its new buildings — Parsons Block, which was officially opened in July — provides a perfect example of the co-operative links between ancient and modern, as half of the original 1930s building has been incorporated into the up-to-the-minute design.

Sultan — the largest of the Royal Navy's shore establishments, with a complement of 2,800 including civilians — is determined that, as the Service's Marine Engineering School, it should keep up with the latest developments in the field.

The expansion of Parsons Block was given the go-ahead in 1985 and about 2,500 trainees will be attending courses in the building each year. A large part of the instruction here is in the art of Controls Engineering for Marine Engineering Artificers under training, but practical electronics work — the use of simulators, digital technology and micro-processors for instance — means that the new block caters for all levels of personnel.

Apprentices have a half-day test in the replica Type 22 control room, but this facility — which bears, to the uninitiated, a strong resemblance to an aircraft simulator — is used primarily by the Fleet to give experience to both officers and ratings.

Disruption during the building process was kept to a minimum. The new two-storey wing was used as a "decanting facility"

● Sultan's cash office has a turnover of approximately £1 million a year.

● About 800 men and women pass through the establishment each month.

● An aim to contribute to the "development of the whole man" is helped by the enthusiasts who run some 50 extra-curricular clubs and activities.

● HMS Sultan provides about 2,000 man-days of extraneous manpower for Navy Days, state visits, winter exercises and aid to civil ministries.

● Caterers on site process 30 tons of baked beans and 12 miles of sausages each year.

ty" while work was carried out on the older part of the block and elaborate precautions were taken to prevent damage to several million pounds-worth of electronic equipment housed in Parsons Block.

Younger artificers, who have been in the Navy for only 12 or 14 weeks, form the largest student group at Faraday Block. During their nine-week course they are taught repair and maintenance, and learn how to test their own skills.

Electrical damage control is taught in a specially designed room which simulates the inside of a Type 42 ship. Maintenance and repair work gains a new dimension when it has to be carried out in smoke filled conditions!

The facility opened last year and is both more up-to-date and better equipped than Sultan's previous electrical damage room.

## Backbone

Artificers — as Sultan's commanding officer, Capt. Terry Meadows, stresses — form the "backbone" of the establishment, both by virtue of their numbers (some 800 on site at a time) and the length of time they spend there (some three years in all), but apprentices are also taken on.

Boys with a good academic record and with potential for engineering training are accepted for courses as soon as they leave school, and work for a Business and Technician Education Council Diploma and a City and Guilds Craft Skill Certificate.

An array of small engines gives even the youngest trainees an opportunity to take machinery apart, put it back together again — hopefully correcting any problems there may have been with it along the way — and get it running. All the work is, of course, carried out under strict supervision, and Watt Hangar, the main diesel school, which houses diesel generators such as those used for main propulsion of ships, a



Raper Block houses two of the largest engines available at Sultan. CPOMEA Brian Gargett is pictured at work on a Froude. Because of the spaciousness of the area, he was able to carry on while a class of MEMs received instruction on the start-up procedure for the other engine.

## PICTURES BY LA(PHOT) JAN BRAYLEY

"graveyard" of old engines, a steam section, and an outboard motor room, is an extremely good practical training area.

Apprentices tackle a two-week course in Sultan's main engine room in Raper Block too — learning the ins and outs of the Olympus and Tyne turbine engines.

## Spey

A recent extension to Raper Block has provided five new classrooms, a display area and the housing for a Sultan "first" — a Spey gas turbine. Normally ships are in service before the establishment can get hold of engines for training purposes, but trainees will have the opportunity to run the Spey and carry out maintenance exercises on it before any similar engines are at sea in the Batch 3 Type 22s and Type 23s.

Rear-Admiral Robert Hill, Chief Staff Officer Engineering to Commander-in-Chief Fleet, visited Sultan in mid-September to inspect and officially open the facility.

## Accommodation

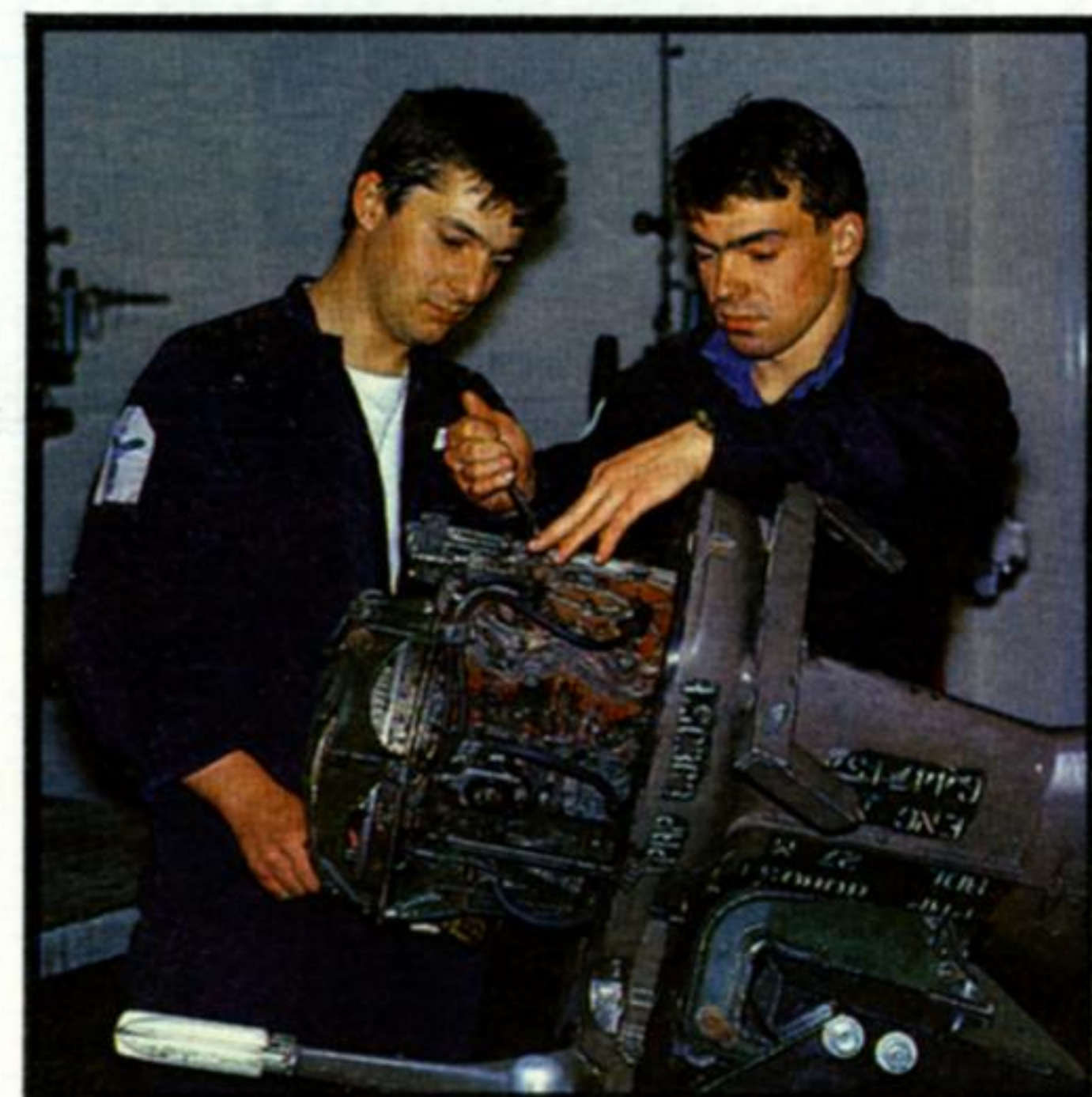
HMS Sultan's development has not — as Capt. Meadows and Cdr. Chris Field, who is in charge of the administrative side of the base, would admit — been all plain sailing, with accommodation bringing some headaches over the years.

Junior ratings benefited from the last up-grade and they now enjoy low-rise blocks with a high proportion of single cabins. Their amenities complex — the Sultan Club — houses bars, disco area, snooker room, snack bar and shops and helps give a village-like atmosphere.

Winds of change have been blowing around the Gosport establishment for some time — but only the debris has been blown away — leaving a bright, modern, community-friendly atmosphere for the students who attend more than 130 different courses each year at Sultan. — JACKIE DEAN



JMEM Stephen Pownall found a unique way to celebrate his 17th birthday! He gave up his lunch break to demonstrate the replacement of a main emergency cable in the smoke-filled electrical damage room.



Part of Watt Hangar is given over to an outboard motor room which is used not only by Navy personnel but for maintainers courses for the Army and Marines. Pictured above carrying out maintenance work on one of the engines are MEM(M) Paul Taylor and MEM(L) Glen Affleck.

MEM(M) Nick Jemson and LS(M) Trevor Brown enjoy a game of snooker in the Sultan Club.





## Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in September:

**OPERATIONS BRANCH (COMMUNICATIONS GROUP), REG. PT and R.**

To CWREN RS — P. E. Bernard (Warrior).  
To CMEM(M)(SM) — T. B. Spicer (Sovereign).

**MARINE ENGINEERING**  
To CMEM(M) — J. A. Hinds (Raleigh), J. S. Garnett (Chiddingfold), S. D. Cutler (Tamar).

To CMEM(L) — R. J. Carling (Neptune), M. Patilla (Sultan).

**SUPPLY AND SECRETARIAT**  
To CPOWTR — W. J. Gibson (Centurion), K. D. Clarkson (Exeter).

To CPOCK — A. G. Hart (Heron), O. R. Taylor (Mercury), K. W. Williams (Broadsword), T. D. Latham (Neptune), P. Somerville (Raleigh), W. P. Williams (Raleigh).

To CWREN WTR(G) — G. A. Bancroft (Centurion).

To CWREN QA — S. Palmer (Raleigh).

**FLEET AIR ARM**  
To CAEM(M) — P. A. Bayliss (Daedalus), H. Gleave (Osprey), N. E. J. Serpis (Daedalus).

To CPOA(AH) — J. D. Jenkins (Seahawk).  
To CPOA(SE) — C. G. E. Paul (Seahawk).

To CWREN(PHOT) — K. M. Todd (Daedalus).

**ACTING CHARGE CHIEF ARTIFICER**  
Authority was issued by Centurion in August for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA(M) — P. Ashford (Gloucester), A. J. Ryan (Portsmouth NB), G. C. Dickens (Sultan), C. R. Cooper (Sultan).

To ACCMEA(ML) — B. M. U. Young (Defiance FMB).

To ACCMEA(ML)(SM) — D. Shaw (Valiant), D. J. Allan (Neptune).

To ACCMEA(EL)(SM) — S. Kinnaird (Splendid), D. N. Jervis (Repulse S), J. S. Howe (Sceptre), I. Buck (Turbulent).

**CHIEF PETTY OFFICER ARTIFICER**  
HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in June:

CPOMEA — W. N. Booth (Defiance), A. N. Budd (Defiance), S. Cockayne (Sultan), I. R. Cowper (Defiance), A. M. Green (Sultan), P. T. Hartopp (Courageous), D. J. Herdman (Rosyth), C. P. McGinty (Danse), M. W. Newman (ARE Haslar), M. Skinner (Swiftsure), D. E. Taylor (Swiftsure), E. W. Thomas (Dolphin), G. G. Walker (Sultan).

ACPOWEA — P. T. Blow (Conqueror), R. L. Bond (Superb), I. Bradley (Drake), D. P. Flaxington (Revenge Stbd), S. P. Hall (Royal Arthur), D. W. Henery (Nelson).

ACPOEA(M) — R. S. Hanson (Splendid).

ACPOEA(L) — G. Strange (Splendid).

CPOA(EA) — R. V. Hutton (Drake).

CPOA(EA) — M. N. Gunning (815 Ft 214), S. G. Moore (820 NAS).

CPOA(EA) — S. P. Law (820 NAS), S. D. Smith (RNAS Yeovilton).

ACPOEA(M) — P. A. Fisk (706 NAS), I. A. Gibbs (820 NAS).

CPOWEA — S. Ashun (ARE Teddington), S. M. Durnford (Fit Eng Portsmouth), C. N. Eaton (Argonaut), R. Haworth (Euryalus), R. A. Jones (Beaver), P. Nuttall (Beaver), D. C. Prigmore (ROCLANT Portugal), H. Stewart (Revenge Stbd).

ACPOWEA — G. A. Calder (Rosyth), M. P. Edgeworth (Dolphin), M. J. Page (FOSM and SUBELANT), A. Parker (Sirius).

**CHIEF PETTY OFFICER/FIRST CLASS TECHNICIAN**

HMS Centurion has been notified of the following promotions to chief petty officer/first class technician which were made by commanding officers in June:

CPOCT(A) — T. W. Allen (London).

MT1 — P. A. Graham (RNH Haslar).

AMT1 — D. F. N. Grist (RNH Haslar).

**Holbrook School**

IN the recent A Level examinations, boys from the Royal Hospital School, Holbrook, which is attended by the sons of many RN personnel, achieved the best results of the past five years.

Fifty-one boys sat the examination and there were 167 subject entries. The overall pass rate was 92 per cent, and 70 per cent achieved A, B and C grades, the average standard required for university entry.

Although not all the boys plan to go on immediately to higher education, 30 will be entering university or polytechnic in September. Of the remainder, some will be going into the Armed Services or the police, while one will be taking part in Operation Raleigh.

The A level candidates' younger colleagues were not to be outdone and performed extremely well in the first GCSE examination. A total of 113 boys took this examination and there were 964 subject entries, 67 per cent gaining A, B and C grades.

## Points Leaders

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at September 1, 1988.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during August.

PO(EW)/RS(W) — Int (2.10.87), 3; LS(EW)/LRO(W) — Int (17.6.88), 1; PO(M) — Int (2.10.87), Nil; LS(M) — Int (2.10.87), 7; PO(R) — 92, Nil; LS(R) — Dry, 1; PO(S) — Dry, 1; LS(S) — Int (25.3.83), 8; PO(D) — Int (11.12.87), Nil; LS(D) — Int (12.12.86), Nil; PO(MW) — Dry, Nil; LS(MW) — Int (17.6.88), Nil.

PO(SR) — Int (11.12.87), Nil; LS(SR) — Int (17.6.88), Nil; PO(SEA) — Int (2.10.87), Nil; POPT — 567, 1; RPO — 582, RS — Int (17.6.88), 2; LRO(G) — Int (22.3.88), 8; CY — 102, Nil; LRO(G) — 90, 3; PO(S)(SM) — Dry, 4; LS(S)(SM) — Int (14.1.87), Nil; PO(T)(SM) — Dry, 1; LS(T)(SM) — Dry, 4; RS(SM) — 288, Nil; LRO(SM) — Int (16.6.87), 1; PO(UW)(SM) — Int (20.4.88), Nil.

PO(MEM) — 109, 9; LMEM(M) — 211, 14; PO(MEM) — Int (24.11.87), 3; LMEM(L) — Int (6.4.87), 13; PO(MEM) — Dry, 3; LMEM(O) — Int (27.4.87), 10; PO(MEM) — Dry, 4; LMEM(R) — Int (5.7.88), 8; PO(MEM)(SM) — 354, 2; LMEM(M)(SM) — 219, 5; PO(MEM)(SM) — 203, Nil; LMEM(L)(SM) — Int (8.11.86), 2.

POWEM(O)(SM) — Int (3.11.87), Nil; LMEM(O)(SM) — Int (20.10.86), 5; POWEM(R)(SM) — Dry, 3; LMEM(R)(SM) — Int (29.4.87), Nil; POWTR — Int (30.4.87), 4; LWTR — Dry, Nil; POA — Dry, 3; LCK(CA) — Int (18.2.88), Nil; POA — Dry, 3; LCK(C) — 192, Nil; POCK — Int (17.2.87), 3; LSTD — Int (17.6.88), 2; POMA — 494, 5; LMA — 154, 5.

POAEM(M) — Int (5.3.87), 6; LAEM(M) — 424, 3; POAEM(WL) — Int (20.11.86), 3; LAEM(WL) — 451, 4; POAEM(R) — Int (5.11.87), Nil; LAEM(R) — 269, Nil; POA(AH) — 176, 1; LA(AH) — 440, 3; POA(SE) — 215, Nil; LA(SE) — Int (26.9.86), 1; POA(PHOT) — 956, 2; POA(MET) — 520, Nil; LA(MET) — Int (19.2.88), Nil; POACMN — 505, Nil.

POWREN CK — Int (18.2.88), 1; LWREN CK(C) — Int (13.11.86), Nil; POWREN DHYG — 292, Nil; POWREN DSA — 197, Nil; LWREN DSA — 167, 3; POWREN (RADAR) — 611, Nil; LWREN (RADAR) — 328, 1; POWREN REG — Int (10.3.87), Nil; POWREN(RS) — 100, 3; LWREN RO — 157, 5; POWREN SA — 156, 1; LWREN SA — Int (18.6.87), Nil.

POWREN STD — 144, Nil; LWREN STD — 247, Nil; LWREN TEL — 659, Nil; POWREN ETS — 558, 1; LWREN ETS — Int (12.12.86), Nil; POWREN WTR(G) — Dry, Nil; POWREN WTR — Int (26.2.87), 8; LWREN WTR — Dry, Nil; LWREN WTR(S) — Dry, Nil; POWREN AEM(M) — 116, Nil; LWREN AEM(M) — 664, Nil; POWREN AEM(R) — Int (3.3.88), Nil; LWREN AEM(R) — Int (26.11.87), Nil; POWREN AEM(WL) — Int (5.3.87), 1; LWREN AEM(WL) — 198, 1.

POWREN PT — 174, 1; POWREN WA — Int (14.10.87), 2; LWREN WA — Int (4.8.87), 1; POWREN MET — Dry, Nil; LWREN MET — Int (19.6.87), Nil; POWREN PHOT — 378, Nil; LWREN PHOT — Dry, Nil; POWREN — Dry, Nil; POWEN(G) — 552, Nil; LEN(G) — Int (16.6.87), 1.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — 431, Nil; POWREN MT — 172, Nil; LWREN MT — 331, Nil; POWREN TEL — 681, Nil.

## Appointments

APPOINTMENTS recently announced include:

Capt. J. B. Taylor, Campbeltown in command, January 3.

Capt. J. R. Shiffner, BRNC Dartmouth as Captain, December 19.

Cdr. A. C. Gordon-Lennox, Battleaxe in command, January 10.

Cdr. P. D. Stone, Manchester in command, February 7.

Cdr. M. A. James, Ambuscade in command, November 18.

Lieut.-Cdr. J. F. Davis, Plover in command and as Senior Officer Hong Kong Squadron, March 15.

Lieut. J. D. Baker, Hubberston in command, March 7.

## Swop Drafts

MEM(L) J. W. McCormack, Scale B, HMS Exeter, Portsmouth. Will swop for any Devonport ship, preferably not deploying.

A/LRO(T) P. R. Campbell, Joint Maritime Operational Training Staff, RAF Turnhouse, Edinburgh, ext. 2233, drafted HMS Challenger, December. Will swop for any Rosyth or Northern Ireland billet.

MEM(M) D. J. Parker, Scale A, 4F Mess, HMS Bristol, drafted HMS Osprey, Portland, January 16 1989. Will swop for any Portsmouth shore base.

LS(M) S. Clark, GSAA trained, HMS Avenger, Devonport-based, deploying late November. Will consider any other Devonport sea draft.

AB(R) Leggo, NAVS YEO — ADAWS, HMS Hubberston. Will consider any swop except Type 42.

AB(R) Sinclair, NAVS YEO — ADAWS, drafted HMS Brinton, October 25. Will consider swop for any sea-going Portsmouth-based Type 42. Contact MHQ Pitreavie, ext. 323.

POSTd. Lockwood, HMS Endurance, deploying November. Will swop for any ship/squadron not deploying.

POCA Case, HMS Forest Moor, ext. 283. Will swop for any Portsmouth shore draft.

MEM(L)1 Heatlie, HMS Arrow, BFPO ships, refit in Plymouth until June '89. Will consider any swop, preferably Rosyth.

A/LMEM(L) Simmonds, drafted HMS Cottessmore, Rosyth-based sweeper, November. Will swop for any Portsmouth or Plymouth ship not deploying. Contact: FOST FMG 2373.

AB(R) J. McDougall-Morrison, 3K Mess, HMS Penelope, BFPO ships, drafted HMS Cochrane, Scotland, January 16, 1989. Will consider any shore draft in the south of England.

LRO(T) Crossley, 1 Mess, HMS Hecate, deploying January 1989. Will swop for any Devonport-based ship.

RO(T) G. P. Morris, main gate HMS Drake, drafted HMS Shetland November 25. Will swop for any Devonport-based ship or ship deploying.

LS(EW) B. P. Marriott, main gate HMS Drake, drafted HMS Cardiff, January 10, 1989. Will swop for any Devonport-based ship.

AEM(R) Gaff, NASU Cudrore, ext. 7555. Will swop for any 819-Gannet draft.

AB(S) N. Evans, HMS York, Rosyth. Will swop for any shore base or ship not deploying.

LRO(G) D. G. Brewster, HMS Apollo, BFPO ships, drafted HMS Neptune (Comm-Can), November. Will swop for any Rosyth ship or shore base.

LRO(G) A. R. MacLeod, HMS Mercury, BFPO ships, drafted HMS Herald, January '89, deploying. Will swop for any Portsmouth or Plymouth based FF.

LRO(G) Powell, ERD November '89, HMS Invincible, Plymouth. Will swop for Portsmouth-based Type 42 destroyer. Anyone interested will need to complete OBU30 course if not already held.

LRO(T) Edwards, ERD June 1991, HMS Invincible, Plymouth. Will swop for Rosyth-based Type 42 destroyer.

AB(S) B. J. Stevenson, 184 trained, HMS Invincible. Will swop for any Portsmouth ship or shore base.

LWEM(R) R. Jones, drafted HMS Inskip, Preston, Lancs. Will swop for any shore base or ship in refit in Portsmouth. HMS Inskip post would suit LWEM(R) or WEM(R).

POMEM(M) (Hull) Gillard, drafted HMS Nottingham Jan 89, will swop for any Devonport ship. Contact Fire School, HMS Raleigh (ext. 333).

LS(M) P. Terry, Seawolf trained, drafted HMS Brave Feb 89, will swop for any Portsmouth-based ship. Contact HMS Collingwood ext. 466.

AB(M) Handy, drafted HMS Hecate (Plymouth-based), deploying January for seven months, will consider any Plymouth-based ship, preferably in refit or not deploying. Contact HMS Defiance 5119.

CK R. Whittaker, HMS Rooke, Gibraltar, BFPO 52, drafted HMS Soberton, Rosyth, Feb 89. Will swop for any Portsmouth-based ship, deploying or not.

LS(S) Bunn, HMS Defiance, Plymouth, until June 89, will swop for any LS shore billet in the Portsmouth area. Contact 0902-26433 or Ship Husbandry, Defiance.

AB(S) S. J. Cameron, 184, 2016, 2031 trained, 3HZ Mess, HMS Cornwall, will swop for any Rosyth or Portsmouth seagoing or refitting ship.

MEM(M) P. A. Davis (AMC), HMS Brocklesby, drafted HMS Charybdis, Portsmouth, Feb 89, will consider any Rosyth or Portsmouth-based diesel ship.

POMEM(M) M. R. Chambers, Senior Rates Mess, HMS Challenger, drafted to HMS Cochrane (Rosyth FEC) Feb 89, will swop for any Portsmouth shore billet.

WEM(O)1 Cubitt, drafted HMS Southampton, December, starting Portsmouth refit, July '89. Will swop for any Rosyth ship. Contact: Leander Refit Group, Rosyth Dockyard, ext. 4804/2661.

## Cattistock ends refit

HMS Cattistock emerged from the synchrolift complex at Rosyth and completed refit before starting trials and training.

Her sonar, minehunting gear and armament has been enhanced, and bunk space increased.

## Culdrose VIP

LEADER of the Opposition Mr. Neil Kinnock arrived by helicopter to pay a brief visit to RN air station Culdrose.

□ □ □

Sailors at HMS Dolphin, the RN submarine base, are now able to flex their muscles on appropriately-named Polaris fitness equipment bought with an £8,000 grant from the Sailors' Fund.

Dolphin's welfare fund also contributed £2,500 towards buying six machines from the Polaris range.



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## Worse things happen ashore

Sailors mostly don't drown. They grow old, become disabled, die accidental deaths, fall on hard times. But if they should drown, they may leave widows to be cared for and children to be educated.

Either way, King George's Fund for Sailors provides the safety net. It's the only fund in Britain for all who earn their living at sea — Royal Navy, Marines, merchant fleet and fishermen — and their families. More than 120 organisations now look to us each year for help and support — for orphan care, old people's homes and everything in between.

Britain's seafarers depend on us — and we depend on your generosity. Please don't let us down. Your donation and your legacy are vital!



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1 Chesham Street, London SW1X 8NF. Tel: 01-235 2884 Reg Charity 226446  
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## Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Patricia (31), 5ft. 6in. Richmond, Surrey. Tracey (23), 5ft. 6in. Gosport, Hants. Susan (18), Coventry. Tara (19), 5ft. 5in. Maidenhead, Berks. Janet (29), Plymouth, Devon.

Key (21), 5ft. 5in. Stoke-on-Trent, Staffs. Sharon (17), 5ft. Greenock, Inverclyde. Angie (16), 5ft. 3in. Jarrow, Tyne & Wear. Louise (36), 5ft. 4in. Jarrow, Tyne & Wear. Kerry (21), 5ft. 6in. Plymouth, Devon.

Sandra (22), 5ft. 3in. Orpington, Kent. Patricia (53), 5ft. 5in. Truro, Cornwall. Hazel (34), North Shields. Diane (20), Peterborough, Cambs. Melanie (20), 5ft. 4in. Bournemouth, Dorset. Caroline (17), Chorley, Lancs. Diana (23), 5ft. 4in. Wythenshawe, Manchester. Margaret (33), 5ft. 2in. Plymouth, Devon. Mary (26), Peckham, London. Davina (23), 5ft. 5in. Barrhead, Glasgow.

Diane (18), Salisbury, Wilts. Kathy (19), Enfield, Mddx. Judy (25), 5ft. 7in. Nottingham. Karen (34), Doncaster. Christine (20), 5ft. 5in. Belfast. Kerry (24), 5ft. 4in. Camberley, Surrey. Tina (20), 5ft. 11in. London. Lynn (24), 5ft. 4in. Dorchester, Dorset. Vanessa (18), 5ft. 5in. Liskeard, Cornwall. Gloria (38), 5ft. 4in. Bungay, Suffolk.

Kaye (17), 5ft. 4in. London. Janet (33), Northampton. Joanne T. (19), 5ft. 6in. Rhondda, Mid. Glam. Helen (27), 5ft. 6in. Peckham, London. Sarah (20), 5ft. 6in. New Barnet, Herts. Michele (17), 5ft. 6in. Nottingham. Laura (20), 5ft. 6in. New Barnet, Herts. Ann (26), 5ft. 1in. Bury, Lancs. Charlotte (16), 5ft. 7in. Sheffield.

Esther (27), St Helier, Jersey. Josephine (20), 5ft. 7in. Stafford, Staffs. Helen (22), Athboy, Co. Meath. Christina (20), 5ft. 2in. Alaska, USA. Gillian (24), 5ft. 5in. South Molton, Devon. Inez (17), Wedgley, W. Midlands. Sandra (21), Gosforth, Newcastle. Cindy (30), 5ft. 2in. Dundee, Scotland. Lynda (21), 5ft. 3in. Farnborough, Hants. Ann (42), Lewisham, London.

Sue (26), 5ft. 5in. Wilmslow, Cheshire. Catherine (24), Plymouth, Devon. Mary (16), Princes Town, Trinidad. Sandee (18), 5ft. 6in. W. Norwood, London. Elizabeth (35), 5ft. 3in. Newport, Gwent. Felicity (5), 5ft. 4in. Shaftesbury, Dorset. Marian (31), 5ft. 8in. Southend-on-Sea, Essex. Pat (53), 5ft. 10in. Southsea, Hants. Jayne (18), 5ft. 6in. Alveston, Derby. Lisa (18), 5ft. 4in. Shaftesbury, Dorset.

Diane (18), 5ft. 9in. Alnwick, Northumberland. Joyce (16), 5ft. 5in. Worthington, Cumbria. Theresa (31), Sheffield, Yorks. Denise (32), Washington, Tyne & Wear. Lois (16), 5ft. 4in. Shaftesbury, Dorset. Kate (24), Hemel Hempstead, Herts. Michele (18), 5ft. 4in. Halesowen, W. Midlands. Miss L. (22), Stevenage, Herts. Krissy (21), 5ft. 3in. Palmers Green, London. Susan (21), 5ft. 7in. Edgebaston, Birmingham.

Jean (44), 5ft. 2in. Stevenage, Herts. Sue (33), 5ft. 6in. Oxford. Pauline (27), Edinburgh. Carol (25), 5ft. 8in. Birmingham. Sara (26), 5ft. 5in. Coventry. Helen (28), 5ft. 7in. Nottingham. Lorraine (33), Didcot.

Oxon. Anne (19), Benfleet, Essex. Rebecca (16), 5ft. 5in., Mirfield, Yorks.

Christine (35), 5ft. Leicester. Anita (18), 5ft. 3in. Southsea, Hants. Jane (24), 5ft. 10in. Birmingham. Mary (33), 5ft. 4in. Harold Wood, Essex. Yvonne (46), 5ft. 1in. Nelson, Lancs. Sandra (32), Weston-super-Mare, Avon. Gail (32), 5ft. 2in. Upton Wirral, Sharon (21), 5ft. 5in. Burgess Hill, Sussex. Hazel (22), 5ft. 3in. Welborough, Northants. Catherine (24), 5ft. 2in. Honiton, Devon.

Sharon (17), 5ft. 5in. Worcester. Lynn (33), 5ft. Fareham, Hants. Katie (19), 5ft. 6in. Southampton. Anne (44), 5ft. 3in. Basingstoke, Hants. Sallie (20), 5ft. 8in. Hull, Humberside. Lorraine (24), 5ft. 4in. Oldham, Lancs. Marie (34), 5ft. 2in. Brightlingsea, Essex. Alison (17), 5ft. 8in. Davenport, Northants. Karen (24), 5ft. 7in. Brightlingsea, Essex. Carole (27), Wrexham, Clwyd. May (50), Winchester, Hants.

Sharon (24), Slough, Bucks. Veronica (43), 5ft. 4in. Whitley Bay, Tyne & Wear. Sue (25), Newcastle-upon-Tyne. Joanne (23), 5ft. 4in. West Norwood, London. Margaret (34), 5ft. Washington, Tyne & Wear. Maureen (25), 5ft. 5in. Manchester. Wendy (18), 5ft. 10in. Hainault, Essex. Leal (49), 5ft. 6in. Gosport, Hants. Liz (21), 5ft. 8in. Weymouth, Dorset. Jeanette (20), 5ft. 8in. Coventry, Warks.

Sue (18), 5ft. 6in. Weymouth, Dorset. Lindsey (17), 5ft. 2in. Edinburgh. Debbie (22), 5ft. Bexley, Kent. Carole (27), 5ft. 6in. Chelmsford, Essex. Sharon (26), 5ft. 2in. Washington, Tyne & Wear. Kirsty (16), West Norwood, London. Monica (19), Ringmer, Sussex. Maggie (26), Coventry, Warks. Michelle (17), 5ft. 6in. Plymouth, Devon. Diane (24), 5ft. 6in. Redruth, Cornwall.

Julie (26), 5ft. 7in. Port Talbot, Glam. Miss B. (21), Sittingbourne, Kent. Susan (31), 5ft. 2in. Chichester, Sussex. Karen (25), 5ft. 5in. Bromley, Kent. Ann (28



# Health care — an individual choice

## MASSES OF MUSIC

FOR next year's Mountbatten Festival of Music the Massed Bands of the Royal Marines will present a joint concert programme in London's Royal Albert Hall with the Band of the Royal Netherlands Marine Corps.

The concerts, on Wednesday, Thursday and Friday, February 15, 16 and 17, will celebrate the tercentenary of the accession of William III and Mary. Proceeds will go to Royal Marines' and other charities.

Ticket application forms can be obtained (by enclosing a stamped addressed envelope) from Royal Marines Concert Office, Room 113, Archway Block South, Department of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London, SW1A 2BE.

## Artwork sale

ORIGINAL artwork of The Illustrated London News is to be sold by Bonhams of Knightsbridge on October 26. The pictorial archive includes illustrations of HM ships Vanguard, Canberra, Vengeance, Illustrious, Howe and Tiger. There is also a picture of all HMS Amethysts in operation from 1793 to 1949 and some of United States battleships.

PEOPLE retiring from the Royal Navy who feel that the National Health Service will not provide an adequate level of care for themselves or their families should feel free to take out additional private medical cover at their own expense — but the Medical Director General (Navy) can offer no opinion or advice on the matter.

An RN commander serving overseas wrote to ask if any official guidance was available for people due to retire from the Service, but a response from the Defence Medical Services Division stressed that the decision must be solely an individual one.

The reply also emphasised the fact that the provision of medical facilities in military hospitals for ex-Service personnel has never been a matter of right — on leaving the Service people become the responsibility of the NHS in the same way as other civilians.

"With growing pressures on Service medical resources, a strict code of priorities must be adhered to," the Division stated. "Service hospitals do, of course, admit NHS patients on referral from local General Practitioners as part of the hospitals' training requirement for its war role. Where possible ex-Service men are included within these referrals, although they cannot be afforded a higher priority than other patients not currently serving."

Dependants — even those of serving personnel — remain the sole responsibility of the NHS while living in the UK, and

have no entitlement as right to treatment in Service hospitals.

Within available resources, everything possible will continue to be done to accommodate ex-Service personnel on a "grace and favour" basis, the Defence Medical Services Division stated, but it stressed that the final decision on acceptance or refusal of a case must rest with the hospital, and depend on the current waiting list in the specialisation required.

"As treatment in a military hospital cannot be guaranteed, it would be inappropriate to take this as a factor when considering personal medical insurance requirements," it said.

## Join the chase

CLIFF and Chasm, the Hare and Hounds and the Obstacle Run sound more like public houses than sporting events, but they comprise the HMS Royal Arthur Leadership School's course over which teams hoping to claim the Edinburgh Challenge Trophy have to compete.

Winners in 1987 were senior ratings from HMS Arethusa who knocked a staggering 10 minutes off the original HMS Edinburgh time, completing the

three events — the most straightforward of which is the "hare and hounds" three-mile run — in a total time of 33 minutes 17 seconds.

They vowed to be back in '88 — but have failed, by less than a minute, to equal their winning time — leaving this year's challenge wide open for other team's tackling the course.

Anyone interested in taking up the challenge, should contact HMS Royal Arthur for further details.

## END OF THE LINE Wessex wins RNR trophy

MORE than 30 years of naval tailoring has come to an end with the recent closing of a Portsmouth business.

The Queen Street firm of A. Shimbart and Son Ltd, which started in 1950 and moved into naval tailoring about six years later, has made thousands of uniforms for many ranks and rates, including WRNS over the years, some through MOD contract and others by direct order.

At one time the firm made all the HMS Raleigh new entrants' uniforms. When HMS Sheffield

was sunk in the South Atlantic the firm produced replacement uniforms for all the senior rates by the time they returned from leave after the conflict.

More than 40 people worked on tailoring for the company at one stage, and there was also a shop in HMS Collingwood.

Now Mr. Shimbart senior, who founded the business, is "calling it a day" and retiring. His son, Mr. G. Shimbart, who is taking a post elsewhere in tailoring, said a principal reason for closing the business was difficulty in recruiting experienced machinists.

HMS WESSEX won the Royal Naval Reserve Trophy in competition with 13 other RNR units in this year's Royal Military Police Chichester March across Sussex downland.

### Overall

Prize for best overall women's team went to HMS Vivid. Others taking part were HM ships, Calliope, Calpe, Dalriada, Flying Fox, Forward, Pellew, Scotia, Sherwood, Southwick, Sussex and Wildfire, and RNR Postal Branch.

## Cop hold of this!



BECAUSE the royal escort funnel badge resembles that of their branch, HMS Battleaxe regulators MAA John Stanbrook and LReg John Reidy would have no objections if the Type 22 destroyer was to become the Navy's new regulating training ship.

But that's just wishful thinking on their part, for after time escorting HMY Britannia round the Western Isle — when the funnel badge was displayed — months in the Gulf with the Armilla group and on numerous exercises, the Battleaxe is set to start a refit for her next round of duties.

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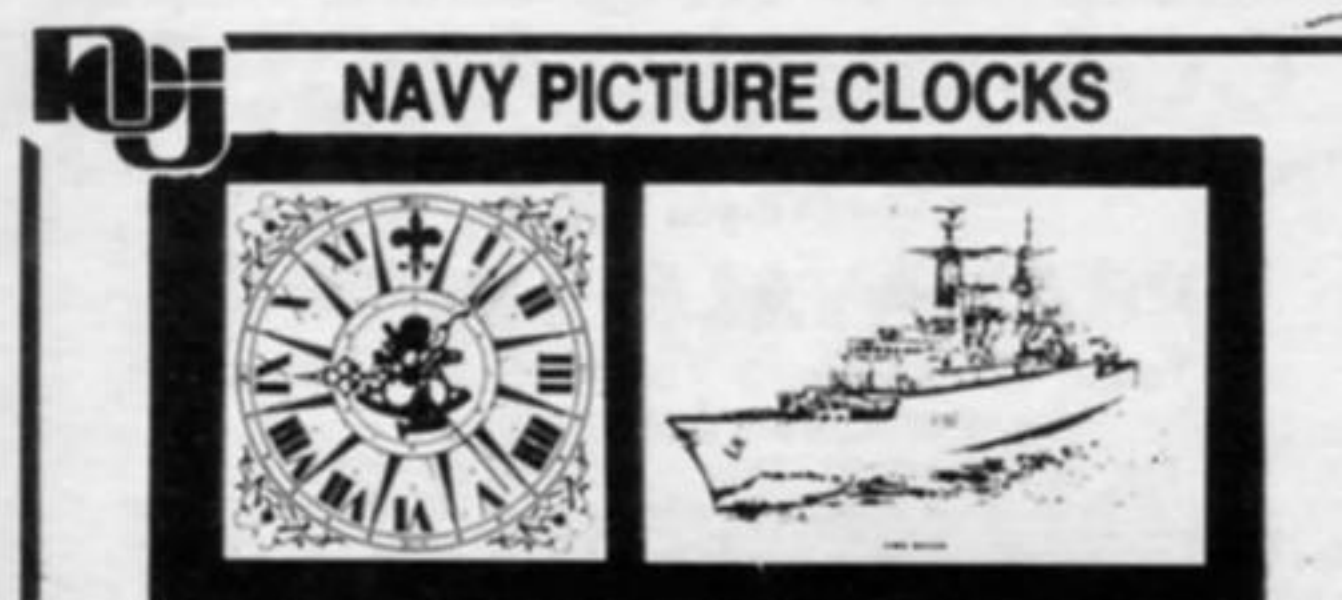
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# CAREERS OFFICER KILLED BY BOMB

A Royal Navy Careers Information Officer was killed when a terrorist bomb blew up his car in a Belfast street on August 22. The bomb exploded, turning the car into a ball of fire, during evening rush-hour.

Lieut(CS) Alan R. Shields, who was 44, joined the Royal Navy in 1961 as a MEM(2),

transferring to the Regulating Branch in 1967. He was promoted MAA in 1975, while serving in HMS Kent, and later served in HM ships Rooke, Amazon and Gannet.

He joined the Careers Service in 1983, first in Belfast as MAA (Careers Adviser). Promoted Lieutenant(CS) in 1986 he served in the Glasgow office

until taking up the appointment of CIO in Belfast in January this year.

His son Alistair is serving with the RN, in training as a junior assistant cook.

There was a naval bearer party of officers and senior ratings at the funeral service at Prestwick. This was followed by cremation, with the scattering of ashes at sea from HMS Dovey.

## Deaths

G. R. Brough. SA. HMS Cochrane. Aug. 25.

A. J. Taylor. LEM(M). HMS Sheffield. Aug. 31.

K. Finch. WO(WEA). Project OASIS. Sept. 13.

Sir Frank Mason, KCB. Vice-Admiral. Served 1918-57, appointments including Fleet Gunnery Engineering Officer Home Fleet; Deputy Director of Naval Ordnance; and Engineer-in-Chief of the Fleet 1953-57. Ships included HMS Queen Elizabeth, Malaysia and Rodney. Aged 88.

W. Elliot, DSC. Capt (ret). Served 1929-58, gaining his DSC with Fleet Air Arm for operations against the Japanese. Former RN welterweight boxing champion and England rugby player. MP for Carlisle and Banstead 1960-74. Aged 78.

G. French, CBE. Capt. Served RN 1913-49, including HM ships Glorious, Furious and as commanding officer of HM ships Hawkins and Norfolk. Later Deputy CINC Indian Navy in rank of rear-admiral. Aged 87.

L. Coulshaw, CB, MC. Ven. Former Chaplain of the Fleet and Archdeacon of the Navy. Served in both Royal Navy and Army and in both World Wars. Ships as chaplain included HMS Iron Duke, Royal Sovereign, Revenge and Effingham. Aged 92.

R. E. Washbourn, OBE. Rear-Admiral. Gunnery Officer of the New Zealand cruiser Achilles at Battle of River Plate. Commanded HM ships Manxman and Tiger. Later with RNZN as Chief of Naval Staff. Aged 78.

E. A. Campbell. Ex-EA1. Served 1918-45, including submarines. Later i/b Diving workshop HMS Vernon. Aged 88.

F. Dawson. Ex-ERA. Service included HMS Prompt. Member Algerines Assn.

P. Hillstead. Ex-Sto. Service included HMS Niger. Member Algerines Assn.

E. A. E. Cheetham. Ex-LWREN OO(LC). HMS Attack 1942-44. Aged 85.

W. Slater. Member Burnley and Pendle Ex-Naval Assn. Aged 75.

D. Stretton-Smith. Lieut-Cdr, RNR (ret). Formerly with RNVF. Service included HMS Pelican. Aged 67.

M. E. Ross. Ex-Sailmaker. Served 1936-54, including HM ships Danae, Cleopatra and Newcastle. Aged 69.

A. C. J. Donnelly. Ex-AA1(AE). Served 1946-70, including HM ships Ark Royal, Centaur and Albion.

C. Boulton. Ex-CPO. Served 1925-47, including HM ships Norfolk and Queen Elizabeth. Aged 85.

G. Heyward. Gunlayer HM submarine Supreme, Far East 1944-45. Member London Branch SOCA. Aged 64.

E. Wilbraham. Service included HMS Truncheon, Alliance, Narwhal, Artful and Porpoise. Member SOCA Western Australia. Aged 55.

G. Buckingham. Lieut-Cdr., RNVF (ret). Navigating officer HMS Salisbury, formerly the American destroyer USS Claxton.

D. Shea. Ex-SHPWT. Served 1941-63, including HM ships Resource, Montclare, Reclaim and Comus. Died Carmel, Indianapolis, aged 65.

L. Rowell. Ex-TEL. Service included HMS Matchless 1944-46. Aged 79.

H. Leese. Founder Member Isle of Man Branch, RN Patrol Service Assn.

A. W. T. Pickett. Ex-CPO. Served 1939-71. Button Boy at HMS Ganges and ships

included HMS Queen Elizabeth, Myngs (Russian convoys), Duchess, Bulwark and Duncan. Accomplished cornet, bugle and trumpet player in many ships' companies' bands. Aged 65.

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The deaths are reported of the following shipmates:

W. Evans, Larne, aged 69.

J. Barlow, Beccles, survivor HMS Ark Royal. Aug. 4, aged 72.

J. Hill, ex-RM, Chingford and Waltham Forest. Aged 67.

S. Fowler, Chingford and Waltham Forest, aged 66.

D. Mack Muir, BEM, Hereford, president and former chairman and secretary. Former vice-chairman No. 7 Area. Aged 75.

G. Houghton, life member, Portsmouth, Aug. 4, aged 79.

J. Burton, Swindon, aged 67.

C. Wall, Swindon, aged 68.

D. Morrison, founder member, Hazel Grove.

R. Foster, founder member Hazel Grove.

P. G. Davies, Congleton, aged 69.

Mrs. P. Pillar, ex-Wren, Torbay.

A. Dolan, life member, Portsmouth, Aug. 30.

F. Cutler, Capenhurst, Aug. 23, aged 65.

T. S. Green, Warrington, aged 65.

T. H. Bucknell, Cardiff.

S. G. Tatham, Helston, Aug. 20, aged 88.

Frank Keene, MBE, Taunton, Aug. 28.

Stanley Bowyer, president Wokingham and Bracknell, aged 81.

Edward G. (Ted) Haslam, Wisbech, survivor HMS Cornwall, Aug. 25, aged 65.

## Service for oil rig man

A MEMORIAL service took place at St Nicholas Kirk, Aberdeen, for ex-PO David Wiser (65), a station keeper and survey operator who died in the Piper Alpha oil rig disaster.

He served in the Royal Navy during the Second World War in the Atlantic, Mediterranean and Far East, and from 1945-63 was with the Hydrographic Branch.

Then he joined the oil industry, working in many parts of the world.

Mr. Wiser had no close family and helping to arrange the memorial service was Mr. John Lewington — named as next of kin — in one of his last duties before retirement as branch manager of the National Westminster Bank at The Hard, Portsmouth.

Mr. Lewington has had many links with the Royal Navy, including serving as an RNR officer and being closely involved with the Sea Cadet Corps.

## Mrs P. Allison

THE death has occurred of Mrs. Phyllis Allison who became a well-known figure to many RN sailors by greeting ships which called at Port Elizabeth, South Africa. She also organised entertainment for ships' companies.

Her husband, a South African sailor, was killed during the Second World War.

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Tel: 01-222 9221.







## HIP HIP HIP HOO-RAY

LET'S all do the conger — the Royal Navy's Inter-Service Boat Championship winning team line up to take a bow with some of the rays and conger-eels which tipped the scales in their favour. Pictured from left are RPO Trevor Sutch, team manager; CPO Pete Hegg, team captain, the Navy's top angler of

the competition, with a total catch of 87lb 6oz; CPO Duncan Mackay; PO Kevin Arnold; LAEM Trevor Osborne; Ck Andy Howell; CPO Jim Steptoe; PO Ian Daft; PO Billy Buchan; LS Norman Berry; Cpl. Gary Austin and CPO Ian Freegard (HMS Dolphin), team coach.

Trevor Sutch said: "Many congratula-

tions to all members of the RN team, whose professional application, effort and enthusiasm were recognised by all, for creating history for the Royal Navy and Royal Marines Angling Association by becoming the first anglers to hold both the inter-Service trophies."

Picture: HMS Osprey Phot. Section

# RN anglers reel in second trophy

TWELVE Royal Navy sea anglers made history when they added the 1988 Inter-Service Boat Sea Angling Championship trophy to the Inter-Service Shore Championship trophy, writes Trevor Sutch.

The RN and RM Angling Association hosted the event, fished over the famous conger and ray marks of Portland Bill. The Navy's anglers were believed to be the strongest selected since the RN's last victory in 1981 and they were determined to achieve the double victory.

The team included the Navy's two Scottish International Sea Anglers, CPO-MEA Duncan Mackay and PO-MEM Billy Buchan (both HMS Neptune) and CPO Pete Hegg (HMS Daedalus), the 1988 Naval Air Command Boat Champion and local Portland angler, who was team leader.

Also included were LS Norman Berry (HMS Dryad), PO

Bill Wilks (HMS Daedalus), POAEM Kevin Arnold (HMS Seahawk), CPOMEM Jim Steptoe (HMS Sultan), POAEM Ian Daft (HMS Osprey), LAEM Trevor Osborne (HMS Daedalus), Cpl. Gary Austin (45 Commando RM), CSGT Joe Payne (Commando Logistics Regiment RM) and Ck Andy Howell (HMS Milbrook).

A points/weight system was used and RN Sea Secretary RPO Trevor Sutch, who had selected the team, booked four of Weymouth's best boats — Bonway, Flamer, Valerie Ann and Just Mary. Three anglers from each association were fishing on each boat.

The Navy team was in the lead at the close of the first day with 68 points and 383lbs 5oz in weight. The RAF Angling Association, winners of the trophy for the six preceding years, had amassed 58 points and 333lbs 5oz in weight.

With the RAF keen to make it seven in a row and with the

Army having the largest membership of sea anglers, the pressure was really on.

In fact, the Army fished extremely well on the second day, with a tally of 68 points, matching the Navy's Day 1 score, and 184lbs 12oz in weight. But the Navy anglers were close behind, with 61 points and a weight of 172lbs 9oz. The RAF did not live up to their reputation and trailed with 59 points. But they had the best weight of the second day, 213lbs 9oz.

The Navy had done it, finishing first overall with a two-day points tally of 129 and weight of 556lbs 14oz. The Army came second on 122 points and 523lbs 5oz and the RAF were in third place, with 117 points and 547lbs 14oz.

In the individual championships CPO Pete Hegg was the Navy's top angler with a catch weighing 87lbs 6oz. He finished as the overall runner-up to Sgt. Marty Wiseman (Army).

Home or away, have your

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# Neptune's Highland fling

A TEAM from HMS Neptune represented the Royal Navy in the invitation Inter-Service Relay at the Braemar Games last month.

In spite of difficult conditions the team — Lieut. Mark Fieldsend, Cpl. Russ Williams, LWEM Chris Bernard and LAEM John Bowman qualified impressively for the final. After establishing an early lead through a fine sprint by

Bernard, consolidated by Williams, Fieldsend had to overcome a bad baton change. He gave the last relay runner a clear lead, which apparently disappeared in a close finish. But the RN team had won by inches!

The Queen presented Fieldsend with the Braemar Royal Highland Society Invitation Relay Shield.

## RN RECORD BREAKERS

POOR weather conditions did not detract from Surgeon Lieut. Gillian Boswell's performance in the Inter Service Decathlon/Heptathlon Championships at Aldershot.

She broke her Navy record in the heptathlon by 156 points, scoring 3,735 points, winning second place overall. She was ably backed up by two colleagues from HMS Heron, Wren Ruth Butterworth and Wren Bridget Turner. Together they set a new best team score of 8,423 points.

In the decathlon Cpl. Stuart Gibbs (CTCRM Lympstone), PO Gavin Russell (HMS Cattistock) and PO Eddie Over (HMS Collingwood) soundly

defeated the RAF but could not match the Army team.

Gibbs gamely completed the decathlon despite being injured during the first event. The diminutive Russell, 1988 RN decathlon champion, was seeking a place for the Combined Services Decathlon Tour to Hong Kong next year. He needed a place in the first four at Aldershot to be in with a chance.

Russell's 3m70 pole vault in the penultimate event pushed him narrowly into fourth place, just 52 points up on Cpl. Douglas of the Army. In a tense and exciting 1500m Russell managed to hold on and finished in fourth place overall by just 4 points, having run a best time of 4min. 40.3sec.

Eddie Over performed consistently to finish seventh. The RN teams were encouraged throughout the two days of

competition by team coach Mne. Gary Penhall (RM Eastney) and team manager Lieut. Roger Sampson (HMS Osprey).

### NN Athletics

Results, Decathlon: 4, PO Gavin Russell (5,355pts); PO Eddie Over (4,927); 9, Cpl. Stuart Gibbs (4,564). Team score: 14,846 points. Heptathlon: 2, Surgeon Lieut. (D) Gill Boswell (3,735); 7, Wren Bridget Turner (2,675); 10, Wren Ruth Butterworth (2,013). Team score 8,423.

Good performances were achieved by RN athletes representing Combined Services against Southern Counties and Wales at Crystal Palace. LPT Steve Stretch (HMS Dolphin) set a personal best of 1min. 52.5sec. in the 800, to finish fifth.



The Queen presents the shield to Lieut. Fieldsend at Braemar. Picture: Macfoto Scotland.

Other RN results in this senior competition were: Cpl. Russ Williams (CTCRM Lympstone) 54.72 to finish second in the 400m hurdles. JAEM John Harnett (HMS Daedalus) 13.74 in the triple jump to finish third; Lieut. Andrew Quixley (HMS Drake) 57.28m. to finish third in javelin; LPT Micky Norford (HMS Raleigh) 1.9m. in the high jump to finish fifth.

The Combined Services junior match at Aldershot saw Harnett winning the triple jump with a distance of 14.28m, setting a new RN junior record. JAEM Cooke (HMS Daedalus) competed as a guest and earned fifth place with a leap of 1.8m. in the high jump. AEA Masseley (HMS

Raleigh) came fourth in the discus with a distance of 37.74m.

In the AAA/WAAA Championships (Olympic trials) POCQA Sue Freeman (RNH Haslar) finished fifth in her heat of the 800m. The RN record holder and inter-Service champion found the competition extremely strong.

### Marathon

Forthcoming events include the AGM of the RNAAA on October 14 at HMS Temeraire, starting 1300; Inter Services Marathon (incorporating the RN Championships) at RAF Swindon on October 7; RN Cross Country Men v. Oxford University v. RAF on October 22 and AGM of CSAAA at Aldershot on November 4.

### NN Netball

SERVICE trials for netball for members of the WRNS and QARNNS will take place at the HMS Nelson gym at 0900 on October 1 and 2.

The RN Women's Inter-Group Netball Championships 1988 were won by Portsmouth. RM Plymouth and Thames were runners-up and Air and Scotland came third.

### NN Ski-ing

LACK of funds threatened to be a real drag for the British Combined Services Ski Team until KLM Royal Dutch Airlines stepped in to offer a lift!

At the last moment the company offered to sponsor the team for the Australian Bicentennial International Service Ski-ing Championships at Thredbo in New South Wales and the team responded by winning the event.

Captain of the team was Lieut. Nick Brewer (RNAS Culdrose). Joining him was Sub-Lieut. Tom Wilson, the 1986 RN ski champion. Nick reported fair conditions in the Snowy Mountains, with all runs complete, and the first of the two weeks of competition benefitting from glorious sunshine.

### NN Tennis

THERE was no stopping the RAF Women at the Inter-Service Lawn Tennis Championships at Wimbledon. They came first, taking eight matches, followed by the Army Women, with five matches, and the Navy Women, with two. Three matches were unfinished.

### NN Hang Gliding

JUST two Royal Navy men were able to attend this year's Joint Services Hang Gliding Championships at Crickhowell, Wales, but both acquitted themselves excellently despite the overwhelming odds from other Service branches.

Lieut. Dave Hicks (RNAS Yeovilton) produced a brilliant performance to come first of 16 pilots in the intermediate class. His style earned him the Navy Trophy.

Meanwhile, Lieut. Rob Dowdell (RNAS Portland) did well in the Open Class, coming 11th out of 25 pilots and showing he was able to compete against the cream of the competitors.

### NN Soccer

PORTSMOUTH RN pulled off their first win of the season when they beat Wantage 2-1 after extra time in the F.A. Vase. The Navy goals came from Howard and Adams, the winner coming just 10 minutes from the end of extra time.

### NN Squash

A NEW season has been launched by the RN Squash Rackets Association and an injection of new blood is needed. All interested players should contact their Command secretaries.

### Re refs

FOOTBALL depends on the services of referees and the search is always on for new officials. If you are physically fit, with good eyesight and willing to attend a local course of instruction before a straightforward examination, you could be just the person wanted.

Contact the Football Association, 16 Lancaster Gate, London W2 3LW. RN personnel should quote the County FA to be contacted as Lieut.-Cdr. R. J. Gordon, Chairman RNFRS, SDOGC, Royal Naval Staff College, Greenwich, London SE10 9NN.

## RUGBY SQUAD OUTSTANDING

FIFTEEN successive matches without defeat have earned the Navy rugby squad a prestigious sports award.

The Combined Services Sports Award was handed over at the Royal Tournament at Earls Court, marking the Senior Service's XV as the outstanding team of 1986/87.

Receiving the award was Lieut. Chris Alcock, who has just begun another season as Navy skipper. This is his fifth,

and beats the post-war captaincy record.

Alcock (HMS Penelope) is one of the very few players to have captained both the Navy and Cornwall.

Collecting the award with him was CPO Mike Connolly (HMS Defiance), who was the coach during the season in question. He has been playing and coaching rugby since his teens and is one of the most highly respected players in the Services.

## Sporting ally

GENEROUS sponsorship by Allied Breweries Ltd of sport in the Navy is to continue for the next two years.

The company has allocated £500 to the RN and RM Motor Sports Association and £250 each to the following associations: RN Badminton, RN Basketball, RN Cycling, RN Fencing, RN Golf, RN Modern Pentathlon, RN and RM Amateur Rowing, RN Kayak and RN Squash Rackets.

In all cases the money is to be used, where applicable to the individual sports, for inter-command championships, RN championships, Navy Cup competitions and tours.

## HUNDREDS RUN CROSS - COUNTRY

COOL but bright weather made for near-perfect conditions for the annual cross-country race at HMS Daedalus — and attracted a record entry of over 500 runners.

Commanding officer of HMS Daedalus, Capt. Max Kohler, set the competitors on their way round the airfield perimeter and 20mins. 25sec. later Surgeon Lieut.-Cdr Simon

Sheard came home as winner of the 4.1 mile race.

Cdr. Brian Davies was the fastest veteran in a time of 23mins. 17sec.

LWren Vicky Caldicott-Barr (see article on page 17) and Wren Linda Lewis provided an exciting finish to the ladies race, tying for first place in a time of 28.07.

# Lee poised for motoring crown

A FLEET Air Arm petty officer is leading the A C Delco Astra-Nova Challenge with just one event to go.

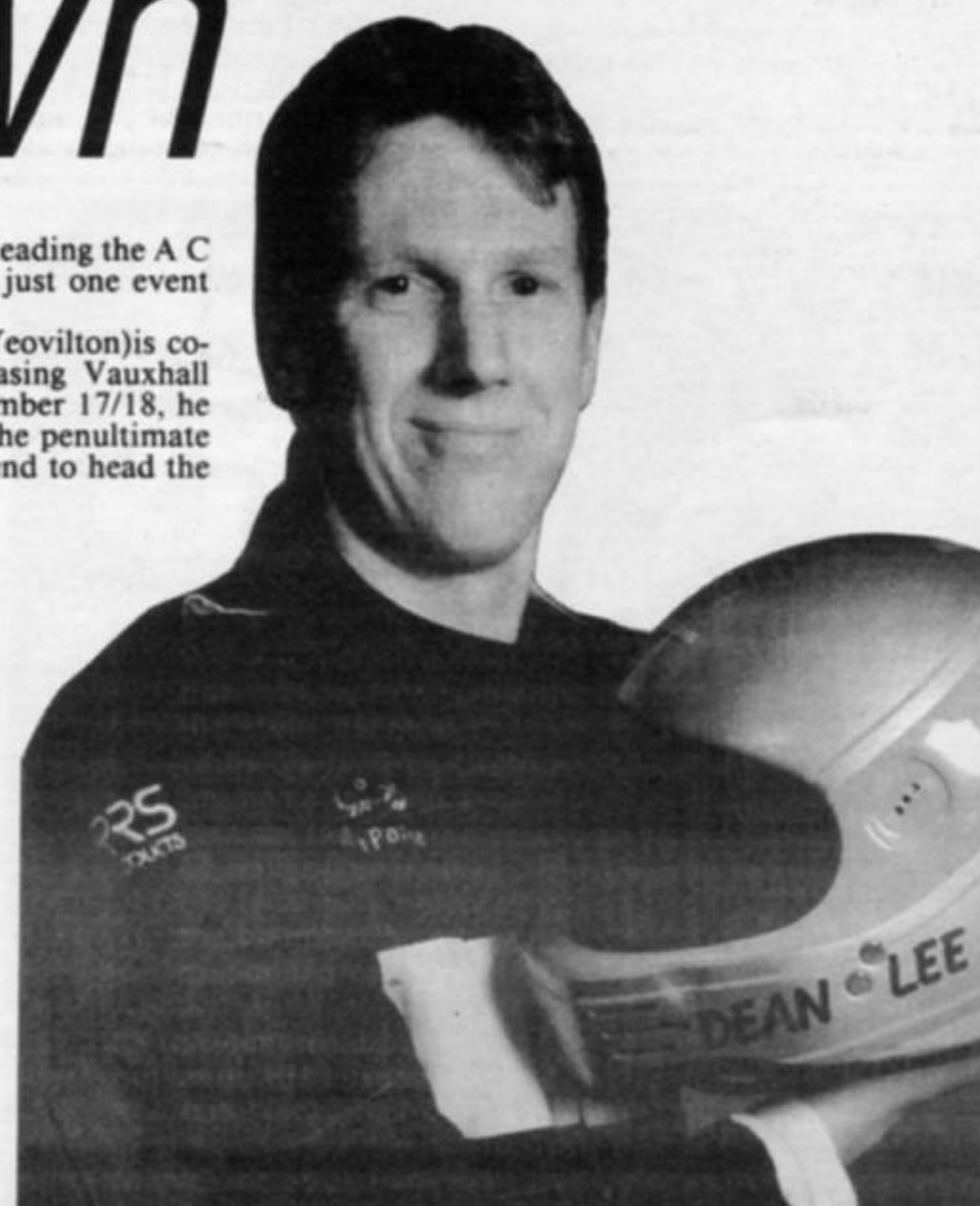
POAEA(M) Dean Lee (RNAS Yeovilton) is co-driver of a 1300cc Multilink Leasing Vauxhall Nova. Over the weekend of September 17/18, he and driver Barry Clark (22) won the penultimate event of the competition at Bridgend to head the leaderboard by five points.

The A C Delco Astra-Nova Challenge is made up of a gruelling series of ten events — eight forest rallies and two on tarmac, each event being subdivided into 12 stages.

Dean (30), a member of the RN and RM Motor Sports Association, finished in second place as a co-driver/navigator in last year's South West championships. He replied to Barry's advertisement for a team-mate and was selected from many applicants.

### Lombard

Soon to join the Sea Harriers of 800 Naval Air Squadron, Dean is the highest placed Naval rating in any national rallying championship this year. He hopes to continue his success in the forthcoming Lombard RAC Rally.



Dean Lee, looking forward to the Lombard RAC Rally. Picture: LWren(Phot) Fiona McKenzie HMS Heron.





# ROD STEPS INTO RING IN KOREA

ONE of the boxing referees at the Olympic Games in Seoul is Cdr. Rod Robertson, newly appointed Staff Officer Youth Training at CINCPACVHOMES.

Rod joined the Navy in 1956 as a Boy Seaman II Class and after qualifying as physical training instructor gained his officer commission in 1970.

His boxing career started at Parkstone Sea Training School when he became Dorset School

champion in 1952. After qualifying as a boxing coach, judge and eventually referee, he worked his way up the international ladder to world status,

when he officiated at the USA v USSR competition in Moscow in 1984, the World Championships at Reno in 1986 and the European Championships at Copenhagen last year.

Awarded the MBE, Rod's experience as a referee led to him being invited to officiate at the USSR national championships at Tashkent earlier this year, the first non-Soviet official to be so honoured. It was during his time in Korea that Rod, former First Lieutenant at RNAS Yeovilton, was promoted to Commander.

The RN boxing squad got together early last month for two weeks of proficiency work prior to the new season, which kicks off on October 11 with a visit to Birmingham to box against a Midlands select.

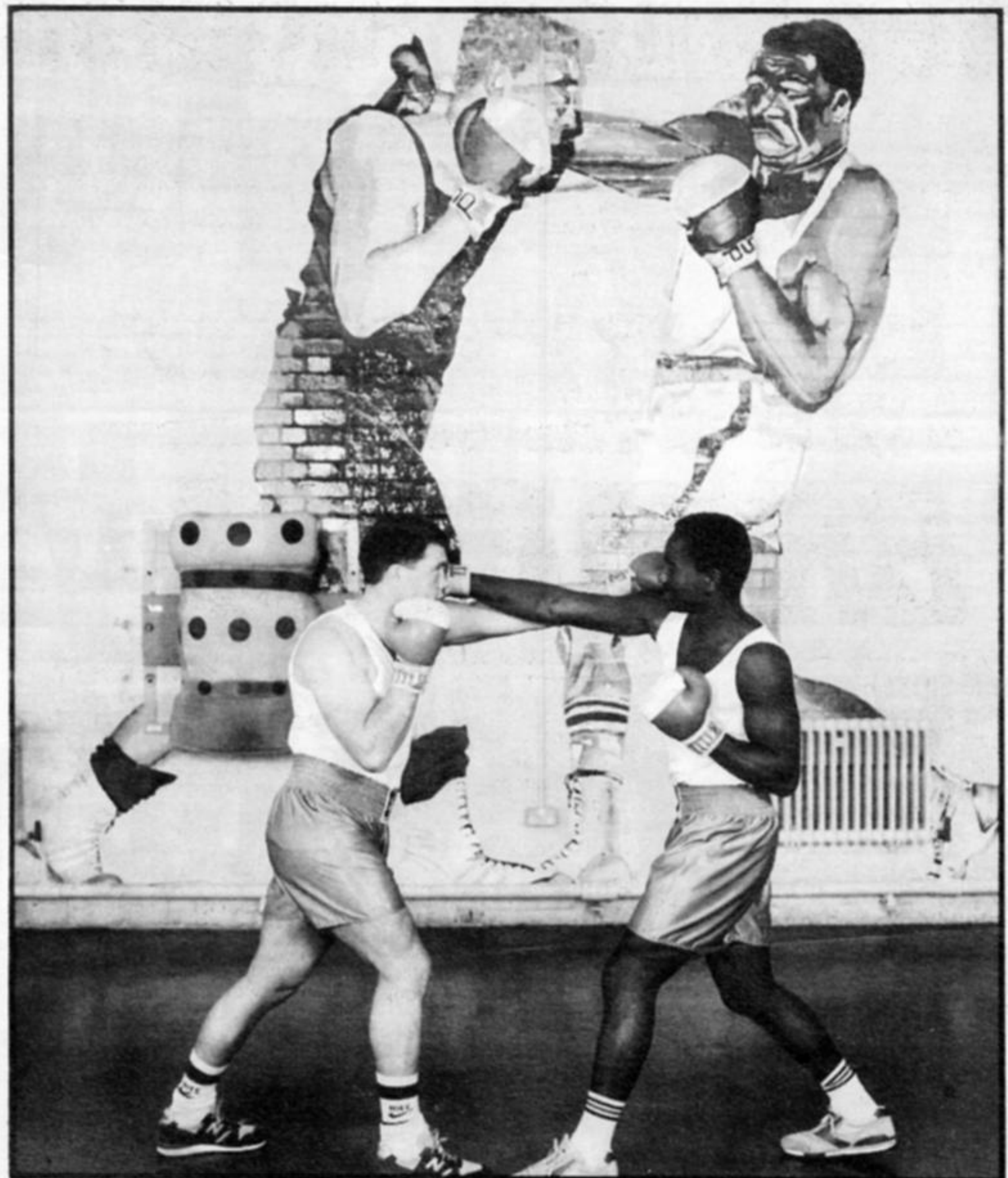
A total of 18 boxers attended over the two weeks and with members of last season's squad still on Exercise Teamwork, the

potential for success in the new season is rated as "boundless", according to Sgt. Leo Toms, team coach.

Current ABA champion Mne. Mark Edwards starts the season with his first England vest in Finland, competing in a multi-nation competition. ABA finalist Mne. Rob Wileman, together with Mark will attend the England training squad weekend at Crystal Palace.

**Pictured (right) is Mark Edwards, right, squaring up to Mne. Steve Fulthorpe in front of an inspirational backdrop — a mural depicting Frank Bruno in his ABA final. The mural was painted by assistant coach CMEW Andy Wilcock (Phoenix NBSD School) on a wall of the RN boxing gymnasium in HMS Nelson.**

Picture: LA Phot Artie Shaw



champion in 1952. After qualifying as a boxing coach, judge and eventually referee, he worked his way up the international ladder to world status,

## Navy on guard

THE Royal Navy's Dismounted Champion at Arms, WEM(O) Craig Whitney (HMS Nelson) came a very creditable second in the Inter-Service Championships at Arms competition. This year the event was held at RAF West Drayton as the traditional venue at Wembley during the Royal Tournament was being rebuilt.

Other successes were Mne. Paul Kimbley (RM Poole) who won the individual foil and Sub-Lieut. Adrian Oliver, who came second in the intermediate epee and third in the intermediate sabre. Lieut. Alistair Greig won third place in the intermediate epee.

Meanwhile, in the first of this season's matches, a depleted RN fencing team

strove manfully to meet the experience of the Hampshire and GB Veterans teams.

The Veterans won the day. The RN team was not helped by the absence of Whitney, who had sustained a concussion while playing rugby. Taking part for the Navy were Capt. J. McGrath (HMS Centurion), Lieut.-Cdr. Nigel Huxtable (RNSETT), Lieut. R. Noble (HMS Collingwood) and Mne. Kimbley, the 1988 RM Champion at Arms.

**Below: WEM(O) Craig Whitney (right) gets the point during a foil bout in the Inter-Service Championships at West Drayton.**

Picture: Lieut.-Cdr. Nigel Huxtable



# Sailing through summer

TWO Joint Services Sail Training yachts returned to Gosport after a 36,000 mile round-the-world voyage, which all involved agreed had been the experience of a lifetime.

The voyage of Adventure and Sabre gave 300 young men and women sail training and adventure during the various legs of the year-long expedition.

Sabre and Adventure (picture right) were welcomed at JSASTC Gosport by Sir Alec Rose, who said the homecoming brought to mind his own return after sailing around the world.

Ten RNR units took part in the Royal Naval Reserve Regatta in Plymouth and Plymouth's local unit, HMS Vivid, gained two trophies — the Tyne Cup and the Hobby Trophy.

The latter, awarded for the first time this year, was donated by all units as a tribute to Surgeon Cdr. Brian Hobby, who organised the regatta for six years. Awarded to the highest place novice, the first holder is Wren Tracy Wheeler. Mrs Eileen Hobby made the presentation.

Electron III, representing HMS Collingwood and the RN Sailing Association, sailed to victory in this year's Round the Island Yacht Race.

After more than 10 hours of racing she achieved time honours for the Channel Handicap Class 3 as well as winning the class by 2½ minutes on handicap correction. It was one of the largest classes, with 42 starters.

Electron III was crewed by Lieut.-Cdr. B. A. Falat (skipper/helm), Lieut. S. Cockrill (helm/trimmer), Lieut. M. Webster (mast), Second Officer A. Lucas (trimmer), CPO P. Bennett (cockpit), LWEA I. Kiff (cockpit) and LWEA S. Roster (foredeck).

Her trophies also include the Warspite Cup for inter-establishment sailing.

The Bosun National Championships, embracing the Royal Navy and Army Championships, were run from the Joint Service Adventurous Sail Training Centre, Gosport, and attracted 34 entrants.

The first two races were won by Capt. Steve Pyatt (Army). The reigning champion, the Navy's Lieut. Graham Clarke, could only manage third and eighth places and illness was to prevent him taking part further.

The winds were such the following day that the third and fourth races consisted of laps of a figure-of-eight course within Portsmouth Harbour. Steve Pyatt capsize in the third but recovered in time to take second place and clinch the championship.

In the final race CPO Micky Finn, the RN sailing coach, established an early lead. He was Championship runner-up and RN champion. Miss Amanda Williamson became National Junior Champion, achieving 16th place overall and Mr P. A. Hart was First Civilian Helm.

The chairman of the Bosun Class Association, Capt Ian Craig RN, welcomed Lieut.-Cdr. Mike Tattersall, Rear Commodore (Dinghies) RN Sailing Association, who presented the trophies.

Royal Naval Auxiliary Service skipper Denise St Aubyn Hubbard completed the Carlsberg Single-Handed Transatlantic Yacht Race and sailed into the record books as the oldest woman to sail solo across the ocean.

Mrs St Aubyn Hubbard (64) was plagued with equipment failures during the voyage, which took her 34 days.

Head of Littlehampton Unit and approaching retirement, she has been a member of the RNXS since 1970 and head of unit since 1984. She qualified as skipper in 1978 and commands an inshore minesweeper, fleet tenders and fast patrolcraft.





## WE'RE OFF TO SEE THE SEA!

**JENNY AHOY!** A dozen WRNR Communication ratings line up before going to sea from Plymouth to fill billets in chartered merchant ships for the big NATO exercise, Teamwork 88.

The WRNR radio operators and the merchant ships in which they served were: mv Dana Regina, WRO(T) Judy Willmot (Flying Fox) and WRO(T) Alison Cooper (Pellew); mv Bolero,

WRO(T) Jo Whitmore (Flying Fox) and WRO(T) Debbie Maycock (Pellew); mv Norrona, LWRO(T) Chris Laverick (Wessex) and WRO(T) Jan McCarthy (Cambria); mv Mercandian, LWRO(T) Vicky Chalcraft (Forward) and WRO(T) Maria Parkes (Mercia); mv Tor Caledonia, LWRO(T) Linda Irving (Calliope) and WRO(T) Alison Keatch (Pellew); mv Este Submerger, LWRO(T) Sandra Hunt (Cambria) and WRO(T) Jackie McCarty (Salford).

### Boxer's Gulf return

DECISIONS were still awaited on future plans for two Royal Navy warships, damaged in recent collisions, as Navy News went to press.

HMS Southampton, badly damaged in the Gulf of Oman in early September, is being replaced on Gulf duties by HMS Boxer, whose last tour of duty on Armilla patrol ended only in June.

The incident involving the Southampton occurred as she prepared to accompany the 34,500-tonne British container ship Tor Bay through the Strait of Hormuz. The destroyer's port side from the bridge downwards was considerably damaged by the Tor Bay's flared bow.

Fortunately only about a dozen minor casualties were suffered in the shock of the impact. It is understood that ship's company members, at defence quarters, were rapidly able to attend to damage and contain flooding.

While the ship's future is being decided, many of her sailors have returned to the UK but are remaining members of the ship's company. Her planned refit was due to start this autumn.

### Specialists

After the incident the Southampton, accompanied by the repair ship RFA Diligence, went under her own power to Fujayrah then later to anchorage off Dubai, and at the time of going to press, was alongside in Abu Dhabi.

Besides the support of the Diligence she was inspected by specialist naval engineers and Fleet divers flown out from the UK.

The other incident, involving HMS Penelope, which was also damaged on her port side, occurred when she was in collision off Norway with a Canadian supply ship during the NATO exercise Teamwork 88.

None of her ship's company was injured but she had to leave the exercise and went to Devonport to await a decision on where she would be repaired.

The Penelope is being replaced in STANAVFORLANT by another RN frigate.

### Hong Kong ships back

TWO of the Hong Kong Squadron patrol ships, HMS Swift and Swallow, returned to Britain to pay off after about three years service in the Far East.

They arrived at Rosyth in early September, wearing paying-off pennants after their 10,000-mile journey home, and are now being sold to the Irish Republic, with hand-over planned for this autumn.

# Pitreavie's new bunker

**PLANS** are under way to update the Maritime HQ at Pitreavie Castle in Eastern Scotland by the construction of a major new underground headquarters, together with a surface computer facility.

A new self-contained, independent underground structure is planned inside the present MOD boundary, with work due to start in 1992 and take about four years. The computer facility is scheduled to be ready in the early 1990s.

Operations areas and support services underground will provide up-to-date command and control facilities and will be staffed mainly by RN and RAF personnel.

Some of the facilities will be similar to those at Northwood Fleet headquarters, to which it will continue to act in support and as an alternative.

Pitreavie became base for the Joint Maritime HQ in the north in 1938 and is the Headquarters of both Flag Officer Scotland and Northern Ireland and Air Officer Scotland and Northern Ireland.

The RN has had a presence there since early in the Second World War, and the present below-ground building, taken over from the RAF in 1986, has remained the command and control operations facility for RN maritime activities. Pitreavie is also the home of the RAF Edinburgh Rescue and Co-ordination Centre.

Plans for the new HQ development are still at an early stage but close consultation is already in hand with the local authority.



In stark contrast to scenes involving her sister ship HMS Active, the previous West Indies guardship HMS Ambuscade is pictured serenely Med-moored in Grand Cayman. The stern-to-jetty positioning is a practice more common to liners in the Mediterranean, where tidal considerations are not so important.

## ACTIVE TO RESCUE

● From front page

Liaising with Jamaican Disaster Relief HQ and the British High Commission, the ship's company were soon ashore helping. A number of hospitals and rehabilitation centres were re-roofed and several wards stripped of loose tiling and cleaned. The sailors also joined local electrical

teams to clear fallen power lines.

Meanwhile, ship chefs and caterers were kept busy feeding hungry sailors, as well as running a field kitchen with the Red Cross at Kingston. The ship provided the first hot meals some people had eaten since the hurricane — a nourishing stew and rice, packed and sent to distribution centres in particularly badly hit areas. During the operation more than 6,000 meals were produced.

### Medical

Medical teams were also busy, and the Active's MO treated many people, including children. A first aid team became expert at giving anti-tetanus injections and dealing with cuts. Urgent medical supplies were delivered to outlying clinics by the ship's helicopter.

The navigating officer carried out a survey of Kingston harbour, checking on beacons and buoys, some of which had dragged out of position, and also checking soundings.

Throughout the relief operation the frigate worked with teams from RFA Oakleaf and the British garrison at Belize.

Earlier, the Active, commanded by Capt. Paul Canter, had visited Miami before joining US Coastguard ships and aircraft for six days to assist with anti-drug smuggling patrols in the Caribbean.

**BELOW:** Help from men of West Indies guardship HMS Active after the devastation of Hurricane Gilbert — left, welcome drinks for children after widespread power and water supply failures; right, clearing a tangle of fallen trees and debris.

Pictures: LA(Phot) Andy Collier.

## SERENE SCENE

